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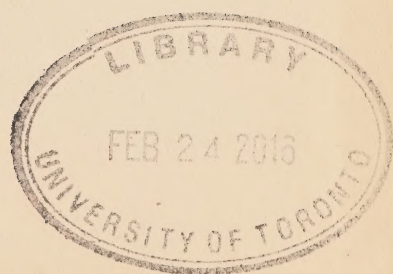
Government
Publications




REPORT OF THE
COMMISSIONER OF CROWN LANDS,
ONTARIO.

1882.

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REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR
1882.

Printed by Order of the Legislative Assembly.



Toronto :
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1883.

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REPORT
OF THE
COMMISSIONER OF CROWN LANDS
OF THE
PROVINCE OF ONTARIO
FOR THE YEAR 1882.

*To His Honour the Honourable JOHN BEVERLEY ROBINSON,
Lieutenant-Governor of the Province of Ontario :*

MAY IT PLEASE YOUR HONOUR,

I have the honour, in conformity with the provisions of the Act respecting the Sale and Management of the Public Lands, to submit to Your Honour the following Report of the proceedings, transactions and affairs of the Department of Crown Lands for the year 1882, commencing as usual, with statistical details, and concluding by general observations.

CROWN LANDS.

There were sold of the Crown Lands during the year 1882, 98,814 acres. The sales amount to \$96,641, and the collections to \$109,072, being nearly double the amount realized from the same source during the year 1881. (*See Appendix No. 4, page 5.*)

The increase in the amount of collections may be attributed to some extent to the improvement in the money market which has afforded former purchasers greater facilities for obtaining money to pay up the sums owing by them to the Department, but it is also partially due to the increased sale of mining lands on the north shores of Lakes Huron and Superior, and of iron and phosphate lands in the Counties of Peterboro', North Hastings, Lennox, Addington, Frontenac, and Renfrew.

CLERGY LANDS.

There were sold of the Clergy Lands during the year 1882, 4,693 acres. The sales amount to \$5,595, and the collections to \$25,785. (*See Appendix No. 4, page 5.*)

The only revenue now derived from Clergy Lands is confined to the receipts on account of sales made from year to year of the few scattered lots remaining unsold, and to the sums collected on former sales. As might be expected, the revenue derivable from this source continues to diminish.

COMMON SCHOOL LANDS.

There were sold of the Common School Lands during the year 1882, 555 acres. The sales amount to \$2,055, and the collections to \$29,635. (*See Appendix No. 4, page 5.*)

The Common School Lands being nearly all sold, the moneys collected from this source are derived almost exclusively from collections made on account of former sales. This source of revenue is therefore diminishing from year to year.

GRAMMAR SCHOOL LANDS.

There were sold of the Grammar School Lands during the year 1882, 1,959 acres. The sales amount to \$2,001, and the collections to \$6,365. (*See Appendix No. 4, page 5.*)

COLLECTIONS AND REVENUE.

The total collections of the Department during the year 1882 amount to \$1,095,152. (*See Appendix No. 5, page 6.*)

DISBURSEMENTS.

The gross disbursements of the Department for the year 1882 amount to \$203,444, (*See Appendix No. 7, page 10.*)

REVENUE ARISING FROM CROWN TIMBER.

The accounts for timber dues, ground rents, etc., during the year amount to \$547,103, and the total collections on account of timber dues, ground rents and bonuses, amount to \$894,052. (*See Appendices Nos. 9 and 10, pages 13 and 14.*)

FREE GRANTS.

At the date of my last Report there were open for location under the Free Grants and Homestead Act, 122 townships, and during the year 1882 the Township of Galway, in the County of Peterboro', was added, making a total of 123 townships now open for location. During the year 932 locations were made on 129,535 acres of land, and 5,562 acres were sold to 150 locatees.

During the same periods 624 lots located in former years were resumed for non-performance of the settlement duties, and 502 Patents were issued to Free Grant Settlers. (*See Appendix No. 12, page 19.*)

CROWN SURVEYS.

The undermentioned surveys have been performed during the year 1882, that is to say :

The Townships of Biggar, Canisbay, Devine, and Pentland in the District of Nipissing, in the Huron and Ottawa Territory, have been subdivided into farm lots of 100 acres each, and the Townships of Awrey, Dryden, Dunnet, Hagar, Hugel, Kirkpatrick, Lewis, Ratter, and the residue of Shedden, in the Districts of Nipissing and Algoma, on the North Shore of Lake Huron, into lots of 320 acres each.

The returns of the above named surveys, so far as they have been received, have been examined and closed.

The returns of the surveys of the Townships of Wilkes, in the Huron and Ottawa Territory, and of Badgerow and Field, in the District of Nipissing, and of certain base and exploration lines, north of Lake Nipissing, not having been closed at the date of my last Report, have been examined and closed during the present year.

The surveyor, to whom was entrusted the survey of the base and exploration lines above mentioned not having completed his operations in the field last year, has been actively employed thereon during the present season.

The outlines of a number of Timber Berths, on the North Shore of Lake Huron, have been also run out.

The particulars, in relation to the surveys with the Reports, so far as they have been received will be found in *Appendices Nos. 16 and 17, pages 27 and 28.*

MUNICIPAL SURVEYS.

Two Municipal Surveys have been confirmed during the year, consisting of the establishing of part of the town-line between the Townships of King and East Gwillimbury, and the planting of monuments at the angles of certain lots in the Township of Enniskillen.

Instructions were issued for five Municipal Surveys during the year.

The particulars in relation to the Municipal Surveys will be found in (*Appendices Nos. 18 and 19, pages 29 and 30.*)

MINERAL SURVEYS.

Patents have been issued during the year for 12,073 acres in the unsurveyed territory on the north shores of Lakes Huron and Superior, the purchasers having furnished the required plans, field notes, and descriptions. (*See Appendix No. 20, pages 31 and 32.*)

COLONIZATION ROADS.

There has been expended on Colonization Roads during the year the sum of \$111,060, the particulars of which will be found in the Superintendent's Report. (*Appendix No. 32, pages 47 to 70 inclusive.*)

GENERAL OBSERVATIONS.

WOODS AND FORESTS.

The sawn lumber and square and waney timber business has been active and remunerative during the past season. In my Report for 1881, I mentioned the fact that the former article had realized greater value than for years past, and that prices obtained for square and waney pine, of good quality and fair average, were higher than during any former period. It is satisfactory to be able to state that during the season just closed there has been no falling off in prices, and that the demand for all kinds of wood goods continues brisk.

The year 1882 has offered no special points for comment in connection with the administration of the Woods and Forests Branch of the Department.

It may not be out of place here to mention that a meeting of the "American Forestry Congress" was held at Montreal in August last, at which the Government of Ontario was represented by gentlemen qualified to note proceedings and deal with points brought forward by the several speakers with regard to Agriculture generally, Practical Husbandry, Fruit Growing, Tree Planting, etc., and the officer in charge of the Woods and Forests Branch was detailed to give special attention to matters relating to timber, and to means which might be suggested or proposed for the Preservation of Forests from Fire. This subject, in the original programme, was committed to a special section of the Congress to deal with, but on account of its great importance it was decided that it should be discussed at a sitting of the whole Congress. At this sitting various opinions were advanced as to the best means of preventing forest fires, and a committee composed of gentlemen from the United States and Canada, connected with the lumber business, was appointed to make such recommendations on the subject to their respective Governments, as might be deemed expedient. No intimation as to the measures the Committee had resolved to recommend has yet reached the Ontario Government, but when made known they will receive the most careful consideration.

MINES AND MINERALS.

GOLD AND SILVER.

I regret my inability to report much progress in mining for the precious metals during the year. Some progress has been made, however, in mining for silver, and it is said that some rich veins of silver and of gold-bearing quartz have been discovered in different parts of the Province during the year.

IRON.

Since the date of my last Report, extensive explorations for iron have been made in the Counties of Peterboro', Hastings, Addington, Frontenac, and Lanark, and a considerable number of valuable deposits of iron ore have been discovered. Some of these deposits have been opened up and are found to be very extensive, and the quality of the ore is said to be of the best description for the manufacture of Bessemer Steel.

The want of facilities for sending the ore to market has been seriously felt by those engaged in the development of our iron mines, and has been the cause of a comparatively small quantity of ore finding its way to market during the year, but now that railways are being constructed in different directions through the Mining Districts, it is hoped that some of them will be in such a state of completion as to facilitate the shipment of a large quantity of ore during the next summer.

Notwithstanding the want of railway facilities in some of the localities, the under-mentioned quantities have been sent to the United States, during the year, that is to say :

From the Wallbridge Mine, by rail, to Belleville, about . . .	30,000 tons.
“ Ottawa Section, by the Canadian Pacific Railway..	1,000 “
“ “ “ by the Rideau Canal	7,053 “
“ Caldwell Mine, in Lavant, by K. & P. Railway . . .	1,235 “
“ Bethlehem Iron Companies’ Mine, in Lavant, by K. & P. Railway	16,589 “
“ Mississippi Mine, in Palmerston, by K. & P. Railway	15,754 “
“ Glendower Mine, in Bedford, “ “	291 “

Total shipment during the year 71,922 tons.

In addition to which a large quantity of ore has been raised at the different mines and is ready for shipment by water in the spring, and by rail when the roads now in the course of construction shall have been completed.

Messrs. Parry & Mills are busily engaged in the erection of a Coal Blast Furnace, for smelting ore, in the Township of Snowden, and expect to have a furnace capable of producing 30 tons of Pig Iron per day, in active operation, early next spring.

PHOSPHATES.

The high prices obtained for phosphates, last summer, have induced several parties to engage in phosphates mining, and the consequence is an increased production. The undermentioned quantities have been sent forward and shipped at the ports of Kingston and Brockville, during the year, that is to say :

From Loughboro’ and Storrington, by teams, to Kingston . . .	2,116 tons.
“ Bob’s Lake, in Bedford, by K. & P. Railway	790 “
“ The Renfrew Mines, by Canada Pacific Railway	216 “
“ North Burgess, “ “ “	120 “
“ “ “ “ Rideau Canal	1,460 “
“ Opinecon Lake, “ “ “	515 “

Total quantity shipped 5,227 tons.

In addition to which, the undermentioned quantities have been mined and are ready for shipment in the spring :

In North Burgess.....	1,500 tons.
“ Oso, at Irwin & Hopper’s Mine.....	500 “
“ A mine opened by the late J. Gould, near Cobden.....	10 “

Total quantity mined and ready for shipment.. 2,810 tons.

MICA.

Mica of a very superior quality has been discovered on the line between the Townships of Clarendon and Palmerston, in the County of Frontenac, and is now being worked by an American Company.

My information about mines and minerals has been chiefly obtained from the interesting letters of Messrs. William Coe, C. J. Pusey and Richard McPherson, which will be found in *Appendices Nos. 13, 14 and 15, and pages 20 to 26*, inclusive, and which are well worth a careful perusal.

Respectfully submitted,

T. B. PARDEE,
Commissioner of Crown Lands.

DEPARTMENT OF CROWN LANDS,

TORONTO, 30th December, 1882.

APPENDIX No. 1.

Return of Officers and Clerks in the Department of Crown Lands for the year 1882.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	REMARKS.
	Hon. T. B. Pardee Thos. H. Johnson George Kennedy T. W. Gibson	Commissioner Assistant Commissioner Law Clerk Shorthand Writer and Clerk	1873, December 4 1869, August 21 1872, February 1 1880, August 18	\$ c. 4,000 00 2,800 00 1,800 00 1,000 00	
Free Grants and Sales.	A. Kirkwood J. M. Grant J. J. Murphy P. Alma Julian Sale	Chief Clerk Clerk Clerk in charge of Free Grants Clerk Clerk	1854, March 21 1860, May 12 1872, May 1 1871, August 1 1871, August 5	1,700 00 1,250 00 1,100 00 950 00 800 00	
Surveys, Patents and Roads.	G. B. Kirkpatrick W. Revell E. Fox A. J. Taylor H. Smith C. Cashma	Chief Clerk Clerk Chief Clerk, Patents Clerk Superintendent of Colonization Roads Clerk	1866, January 30 1871, October 2 1857, September 28 1872, October 1 1881, January 1 1872, September 1	1,700 00 1,000 00 1,400 00 1,200 00 1,800 00 1,000 00	
Woods and Forests	G. B. Cowper A. White J. A. G. Crozier H. G. Langlois E. G. Kirby	Chief Clerk Clerk Clerk Clerk Clerk	1857, October 14 1882, January 1 1867, December 1 1868, August 1 1869, August 1	2,000 00 1,700 00 1,200 00 1,100 00 700 00	

APPENDIX No. 1—Continued.

RETURN of Officers and Clerks in the Department of Crown Lands for the year 1882.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	REMARKS.
Accounts	{ D. George Ross..... R. H. Browne..... C. P. Higgins..... E. Leigh.....	Accountant..... Chief Clerk Agents' Returns..... Clerk..... Clerk.....	1861, April 15..... 1862, May 14..... 1873, July 1..... 1873, December 20.	\$ 1,500 00 1,250 00 850 00 800 00	
	J. Morphy..... J. Bradshaw..... A. McDonald.....	Registrar..... Office-keeper..... Messenger.....	1851, June 1..... 1852, March 27..... 1862, May 19.....	1,600 00 500 00 500 00	

D. GEORGE ROSS,

Accountant.

THOS. H. JOHNSON,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, 30th December, 1882.

APPENDIX No. 2.

LIST OF CROWN LAND AGENTS for SALE OF LANDS.

NAME.	County.	Date of Appointment.	Commission.	REMARKS.
R. Macpherson.....	Part of Frontenac.....	1871, July 18.....	\$ c. 500 00	Salary per annum.
J. McKibbin.....	Part of Victoria.....	1870, November 24	58 04	
Alexander McNabb..	Bruce	1851, April 29.....	98 21	Died May, 1882.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,

TORONTO, 30th December, 1882.

THOS. H. JOHNSON,
Assistant Commissioner.

APPENDIX No. 3.

List of Crown Land Agents for the disposal of Free Grants, 1882.

NAME.	District or County.	Date of Appointment.	Salary per annum.	REMARKS.
Anderson, D	Part of Peterborough	1870, November 21	\$ c.	
Best, S. G.	" Parry Sound District	1875, March 23	500 00	
Brown, C. P.	" Algoma District	1872, June 25	500 00	
Day, J. F.	" Algoma District	1875, July 19	500 00	
Dawson, G. W.	" Frontenac and Addington	1882, February 17	500 00	
Fielding, W.	" Victoria	1882, February 23	500 00	
Handy, E.	" Parry Sound District	1878, January 3	500 00	
Kennedy, A.	" Renfrew	1871, August 21	500 00	
Mahon, J.	" Renfrew	1875, March 31	500 00	
Mackay, T.	" Parry Sound District	1881, December 5	500 00	
Reeves, J.	" District of Nipissing	1872, February 12	500 00	
Scarlett, J. S.	" Parry Sound District	1880, June 17	500 00	
Stewart, C. R.	" Hastings	1882, May 1	500 00	
Tait, J. R.	" Hastings	1869, May 28	500 00	
Taylor, T. C.	" District of Muskoka	1881, December 15	500 00	
Wright, A.	" Thunder Bay District	1875, May 5	500 00	

D. GEORGE ROSS,
Accountant.
 DEPARTMENT OF CROWN LANDS,
 TORONTO, December 30th, 1882.

THOS. H. JOHNSON,
Assistant Commissioner.

APPENDIX No. 4.

STATEMENT of Acres of Land Sold, Amount of Sales, and Amount of Collections
for the Year 1882.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		\$ cts.	\$ cts.
Crown Lands	98,814	96,641 15	109,071 89
Clergy Lands.....	4,693	5,595 29	25,785 63
Common School Lands.....	555	2,055 25	29,635 77
Grammar School Lands.....	1,959	2,000 84	6,365 27
Total	106,021	106,292 53	170,858 56

THOMAS H. JOHNSON,

Assistant Commissioner.

D. GEORGE ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

TORONTO, 30th December, 1882.

APPENDIX No. 5.

STATEMENT of the Collections of the Department of Crown Lands for the Year 1882.

SERVICE.	\$ cts.	\$ cts.
<i>Land Collections.</i>		
Crown Lands	109,071 89	
Clergy Lands	25,785 63	
Common School Lands.....	29,635 77	
Grammar School Lands.....	6,365 27	
Rent.....	242 00	
In Suspense.....	26,351 53	
		197,452 09
<i>Woods and Forests.</i>		
Timber Dues.....	438,364 46	
Ground Rent.....	39,637 47	
Bonus.....	415,932 54	
In Suspense	117 72	
		894,052 19
Casual Fees		672 16
Inspection Fees		2,033 66
Settlers' Homestead Fund		282 90
Destitute Settlers' Refund		513 54
Surveyors' Fee Fund		145 70
		1,095,152 24

THOMAS H. JOHNSON,

Assistant Commissioner.

D. GEORGE ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

TORONTO, 30th December, 1882.

APPENDIX No. 6.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1882, which are considered as *Special Funds*.

SERVICE.	—	—
<i>Clergy Lands :</i>	\$ c.	\$ c.
Principal	16,961 77	
Interest	8,823 86	
		25,785 63
<i>Common School Lands :</i>		
Principal	14,849 48	
Interest	14,786 29	
		29,635 77
<i>Grammar School Lands :</i>		
Principal	5,074 10	
Interest	1,291 17	
		6,365 27
Total ^a		\$61,786 67

THOS. H. JOHNSON,

Assistant Commissioner.

D. GEORGE ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

TORONTO, 30th December, 1882.

APPENDIX No. 7.

STATEMENT of the Gross Disbursements of the Department of Crown Lands
for the year 1882.

SERVICE.	—	—	—
	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES OF DISBURSEMENTS.			
<i>Commissions.</i>			
J. McKibbin	58 04		
A. McNabb	98 21		
E. Perry (estate).....	6 77		
		163 02	
<i>Agents' Salaries.—Land.</i>			
D. Anderson	500 00		
S. G. Best	500 00		
C. P. Brown	500 00		
J. F. Day	500 00		
G. W. Dawson	500 00		
J. W. Fitzgerald	125 00		
Wm. Fielding	425 70		
E. Handy	500 00		
A. Kennedy	500 00		
T. Mackay	500 00		
R. Macpherson	500 00		
J. Mahon	500 00		
J. Reeves	500 00		
J. S. Scarlett	523 29		
C. R. Stewart	333 33		
J. R. Tait	500 00		
T. C. Taylor	500 00		
A. Wright	500 00		
		8,407 32	
<i>Agents' Salaries.—Timber.</i>			
J. B. McWilliams	2,000 00		
T. E. Johnson	1,600 00		
J. F. Way	1,440 00		
J. McDonald	100 00		
W. J. McDonald	50 00		
C. E. Belle	100 00		
W. Margach	250 00		
		5,540 00	
<i>Agents' Postage.</i>			
D. Anderson	6 90		
S. G. Best	22 03		
C. P. Brown	17 81		
G. W. Dawson	3 20		
J. F. Day	32 72		
W. Fielding	11 50		
J. W. Fitzgerald	9 03		
E. Handy	30 16		
A. Kennedy	8 70		
R. Macpherson	10 38		
T. Mackay	16 56		
A. McNabb	15 24		
J. S. Scarlett	15 26		
J. R. Tait	8 67		
Carried forward			

APPENDIX No. 7—*Continued.*STATEMENT of the Gross Disbursements of the Department of Crown Lands
for the year 1882.

SERVICE.	—	—	—
	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			
<i>Agents' Postage—Continued.</i>			
T. C. Taylor	22 18		
A. Wright	23 75		
A. White	3 93		
E. Perry (estate)	0 75		
		258 77	
<i>Inspections.</i>			
W. Fielding	9 00		
R. Macpherson	16 50		
J. Mahon	5 00		
J. D. Simpson	50 00		
D. E. Buist	90 00		
F. B. Day	319 00		
John Green	20 00		
W. Margach	4 30		
J. Shaw	10 00		
George Bick	775 40		
W. F. Nickerson	130 00		
F. Halliday	54 35		
		1,483 55	
<i>Miscellaneous.</i>			
L. Londry, collecting dues	31 13		
G. B. Cowper, travelling expenses	50 00		
W. Margach, " "	33 00		
J. Shaw, collecting dues, etc	137 12		
J. Brady, checking returns	120 00		
T. Mackay, stationery	3 05		
J. F. Way, disbursements	152 00		
J. B. McWilliams, "	226 90		
A. J. Russell, "	88 71		
		841 91	
<i>Wood Ranging, and Inspection of Timber Lands.</i>			16,694 57
W. Margach		845 77	
George Bick		1,060 77	
J. W. Smith		1,314 45	
T. Ludgate		1,307 15	
D. H. Moore		1,229 14	
J. Shaw		945 72	
S. M. Johnson		1,873 95	
J. Halliday		231 00	
F. Halliday		1,360 86	
J. Kennedy		900 00	
A. White		419 50	
J. B. Turgeon		780 00	
J. Brady		980 00	
D. F. Macdonald		1,155 75	
W. Russell		1,850 42	
W. McGown		805 00	
A. Starkey		16 00	
T. C. Taylor		60 00	
<i>Carried forward</i>			

APPENDIX No. 7—*Concluded.*STATEMENT of the Gross Disbursements of the Department of Crown Lands
for the year 1882.

SERVICE.	—	—	—
	\$ c.	\$ c.	\$ c.
<i>Brought forward</i>			
<i>Wood Ranging, and Inspection of Timber Lands—Continued.</i>			
J. S. Jackson		68 70	
L. Londry		424 75	
T. McGown		130 00	
James Bick		120 00	
W. E. Foote		61 50	
G. Cochrane		105 00	
T. E. Johnson		103 75	
J. Cornell		670 70	
W. Simms		100 00	
W. Freeman		500 00	
			19,419 88
Refunds			7,837 17
Colonization Roads			110,650 00
Surveys			35,751 20
Destitute Settlers			56 28
<i>Contingencies.</i>			
Printing and Binding		1,000 56	
Stationery		1,752 48	
Postage		1,065 05	
Fireman		547 50	
Night Watchman		476 25	
Extra Clerks		2,921 14	
Advertising and Subscriptions		621 45	
Sundries		3,181 31	
			11,564 74
Two per cent. of duties collected on timber cut on road allow- ances and paid to Municipalities			1,180 79
Board of Surveyors			290 00
Total			\$203,444 63

THOS. H. JOHNSON,
Assistant Commissioner.

D. GEORGE ROSS,
Accountant.

DEPARTMENT OF CROWN LANDS,
TORONTO, December 30th, 1882.

APPENDIX No. 8.

STATEMENT of the Number of Letters received and mailed by the Department in 1879, 1880, 1881, and 1882.

YEARS.	BRANCHES.						Total.	Names indexed.	Enclosures.	Orders in Council.	Returned, not called for at address.
	Sales and Free Grants.	Accountants.	Surveyors.	Woods and Forests.	Colonization Roads.	Transferred to other Departments.					
1879	10,790	1,596	856	1,966	1,931	64	16,603	20,000	30,000	25	53
1880	9,770	1,526	992	2,274	1,791	49	16,402	19,500	29,500	32	23
1881	8,394	1,632	1,147	2,743	1,659	39	15,614	19,000	29,000	22	28
1882	9,075	1,769	1,186	2,530	1,948	54	16,562	20,000	30,000	36	41

Letters mailed from the Department in 1879, 18,526; in 1880, 18,200; in 1881, 19,369; in 1882, 19,770.

JOHN MORPHY,
Registrar.

THOS. H. JOHNSON,
Assistant Commissioner.

Toronto, December 30th, 1882.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts acerued from Timber Dues, Ground

QUANTITIES AND DESCRIP

AGENCIES.	Area covered by Timber License.	Saw Logs. (A Standard is 200 feet B.M.)				Oar Logs.	White Pine.		Red Pine.	
		White Pine.		Other.						
	Square miles.	pieces.	Stnds.	pieces.	Stnds.	Piecs.	Piecs.	Feet.	Piecs.	Feet.
Ottawa Timber District.....	7,204	1,744,985	1,103,112	3,943	1,691	3,837	88,717	4,388,696	31,724	1,088,331
Belleville Timber District	1,961 $\frac{3}{4}$	1,276,504	604,707	15,659	7,564	.....	3,702	207,426	25	928
Western Timber District	8,823 $\frac{1}{4}$	1,452,118	886,968	737	566	.....	20,201	1,100,272	5	256
Total.....	17,989	4,473,607	2,594,787	20,339	9,821	3,837	112,620	5,696,394	31,754	1,089,515

GENERAL STATEMENT OF

QUANTITIES AND DESCRIP

AGENCIES.	Cordwood.		Tamarac Piles.		Cedar.		Tele-graph Poles.	Trav-erses.	Binders.
	Hard Cords.	Soft Cords.	Pieces.	Stand-ards.	Pieces.	Feet.	No.	Pieces.	Pieces.
Ottawa Timber District.....	444	878	411	157	3,301	79,244	152	681	.....
Belleville Timber District	228	13	.....	.....	.....	.....	687	.....	150
Western Timber District	685	679	.....	.....	.....	.....	196	.....	.....
Total.....	1,357	1,570	411	157	3,301	79,244	1,035	681	150

G. B. COWPER,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 30th December, 1882.

No. 9.

FORESTS.

Rent and Bonuses, during the year ending 31st December, 1882.

TIONS OF TIMBER.

Boom and Dimension Timber.		Elm, Ash, Maple, Cherry, and White Wood.		Oak.		Tamarac.		Rail-way Ties.	Birch, Hemlock and Spruce.		Butternut and Basswood.	
Pieces.	Stnds.	Pieces.	Feet.	Piecs.	Feet.	Piecs.	Feet.	Pieces.	Pieces.	Feet.	Pieces.	Feet.
79,557	75,463	{ A 136 M 1 E 2	5,188 31 177	}		36	1,393	118,299	}		}	
14,732	13,513	{ E 66 A 508 M 1	2,149 18,195 30	46	1,503	6	208	54,267	{ H 131 B 10 S 2	5,556 495 69	4	136
15,772	25,860	{ A 26 E 11	1,025 527	}		}		28,595	H	29,532	}	
110,061	114,836	{ A 670 M 2 E 79	24,408 61 2,853	46	1,503	42	1,601	201,161	{ H 131 B 10 S 2	35,088 495 69	4	136

TIMBER, ETC.—Continued.

TIONS OF TIMBER.

Lineal feet of Cedar.	Cedar Posts.	Cords, Bolts.	Amounts Accrued.				
Feet.	Cords.	No.	Trespass, etc	Timber Dues	Ground Rents.	Bonus.	Total.
.....	.....	.....	\$ 2,458 82	\$ 247,830 10	\$ 14,538 00	\$ 24 00	\$ 264,850 92
327,608	1,190	260	1,504 65	99,825 73	4,226 00	29 00	105,585 38
2,229	39	3,751	3,529 26	153,384 91	19,743 00	10 00	176,667 17
329,837	1,229	4,011	7,492 73	501,040 74	38,507 00	63 00	547,103 47

THOS. H. JOHNSON,
Assistant Commissioner.

APPENDIX No. 10.

WOODS AND FORESTS.

STATEMENT of Revenue collected during the year ending 31st December, 1882.

	\$	c.	\$	c.
<i>Ottawa Timber District.</i>				
Collected at Ottawa	179,612	93		
Collected at Quebec	62,563	28		
			242,176	21
<i>Belleville Timber District.</i>				
Collected at Belleville and Department	112,773	74		
Collected at Quebec	2,590	99		
			115,364	73
<i>Western Timber District.</i>				
Collected at Department	111,630	68		
Collected at Quebec.....	13,568	92		
			125,199	60
			482,740	54
Collected on sale of Limits, of 6th December, 1881			411,311	65
Total			894,052	19

G. B. COWPER,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
WOODS AND FORESTS BRANCH,
TORONTO, 30th December, 1882.

APPENDIX No. 11.

LIST of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his services, during the year ending 31st December, 1882.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per Annum upto 1st July, '73.		REMARKS.
				\$	c.	
Upper Ottawa . . .	John Poupore.....	Ottawa City.			\$ c.	
	C. S. McNutt, Assistant	"	1858, April 13 ..	1,400 00	1,800 00	{ The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	J. Ritchie, Clerk	"	1864, June 23	1,000 00	1,400 00	
	A. J. Russell, jr, Draughtsman .	"	1867, April 1	700 00	1,200 00	
	E. T. Smith, Clerk	"	1864, June 23	650 00	1,000 00	
	J. Jackson, Messenger	"	1871, August 1 ...	300 00	300 00	
	W. J. Macdonald, Deputy Slide Master and Chief Timber Counter	"	1882, August 18	*	{ Additional to his salary of \$535 per annum from the Department of Public Works, Ottawa.
	James Steen, Timber Counter ..	"	1861, May 27	\$2 per diem.	\$2 per diem.	
	John Redmond, Assistant, and Boatman	"	1872, March 1..	"	"	
Belleville Agency	Joseph F. Way, Agent.....	Belleville	1854, May 6	1,440 00	1,440 00	
Collector at Quebec.	H. J. Chaloner, Acting Agent ..	Quebec.				
	John McKay, Assistant	"	1864, June 1	1,200 00	1,200 00	{ The remarks in connection with the Crown Timber Office at Ottawa respecting salaries, apply to the Collector's Office at Quebec.
	William Miller, Clerk	"	1872, November 7.	1,000 00	1,000 00	

* The Local Governments of Ontario and Quebec to pay Deputy Slide-master \$150 each, in addition to the amount paid by Public Works.

G. B COWPER, *Chief Clerk in Charge.*

THOMAS H. JOHNSON, *Assistant Commissioner.*

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,
Toronto, 30th December, 1882.

APPENDIX No. 12.

RETURN of the number of locatees and of acres located ; of purchasers and of acres sold : of lots resumed for non-performance of the settlement duties ; and of patents issued—under the “ Free Grants and Homesteads Act ”—during the year 1882.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots, the locations of which have been cancelled.	Number of Patents issued.
Baxter	Muskoka	Theo. C. Taylor, Bracebridge.	10	1393	.....	.....	16	12
Brunel			7	1059	4	168	10	16
Chafey			8	700	.....	.....	8	11
Draper			10	1187	3	347	16	3
Franklin			8	853	1	88	9	10
Macaulay			18	2722	2	167	23	8
Medora			1	88	1	101	6	8
Monck			6	554	.....	.....	2	3
Morrison			5	652	.....	.....	5	5
Muskoka			4	588	.....	.....	6	10
McLean			11	1783	4	213	8	4
Oakley			2	189	.....	.....	1	7
Ridout			10	1249	1	26	15	10
Sinclair			9	1169	2	119	3	.....
Stephenson			3	401	2	3	3	13
Stisted			10	1097	4	52	15	22
Watt			4	744	1	79	4	9
Wood			8	1184	.....	.....	3	.....
Cardwell	Parry Sound	Mrs. Theresa Mackay, Parry Sound	19	3105	2	12	21	8
Carling			5	926	.....	.....	6	5
Christie			5	1003	1	3	8	4
Fergusson			1	200	.....	.....	4	3
Foley			6	749	.....	.....	12	3
Hagerman			1	195	.....	.....	1	10
Humphry			8	1120	.....	.....	9	11
Monteith			3	388	1	100	.....	4
McConkey			1	200	.....	.....	.....	.....
McDougall			4	579	1	5	5	7
McKenzie			3	450	1	6	2	.....
McKellar			2	397	.....	.....	2	10
Shawanaga .....			.....	.....	.....	.....	.....	.....
Wilson .....			.....	.....	.....	.....	.....	.....

Chapman	9	1,146	3	197	9	8
Croft	7	942	2	43	9	17
Ferrie	2	353				
Gard	11	1,638	2	23		
Lount	6	947			1	
Machar	16	2,575	3	105	10	
Mills	2	383	1	4		
Pringle	4	600				
Ryerson	24	3,793	3	45	36	6
Spence	6	803	3	32	10	9
Strong	28	5,333	3	139	17	2
Armour	25	3,160	3	70	30	3
Bethune	17	2,497	7	63		1
Joly	12	1,853	2	2		
McMurrich	24	2,917	9	331	1	21
Perry	22	3,241	1	3	32	6
Proudfoot	9	1,573	2	36	2	
Hardy						
Hinsworth	25	4,095	1	100	6	
Nipissing	18	2,754			3	
Patterson	2	250				
Parry Sound						
J. S. Scarlett, Nipissing						
Anson	6	747			3	
Glamorgan	17	2,168	1	8	12	14
Hindon	1	98				1
Lutterworth	14	1,476	1	89	6	7
Minden	7	878			4	2
Stanhope	4	288	1	13	7	7
Snowdon	13	1,456	3	140	15	7
Anstruther	1	225				1
Chandos	12	1,946	3	73	11	12
Cardiff	8	1,084	3	157	3	4
Monmouth	6	774			6	7
Peterboro						
do						
Haliburton						
do						
D. Anderson, Apsley						
Carlów	3	372				3
Cashel	4	398				1
Dungannon	11	1,449			2	4
Paraday	13	1,890	3	78	5	5
Herschel	6	791			11	1
Limerick	6	884				4
Mayo	1	50	4	61		10
Monteagle	4	579	2	80	3	1
Wollaston	47	7,622	7	202		12
Hastings						
do						
do						
Peterboro'						
Bangor					1	
McClure						
Wicklow						
Galway						
Chas. R. Stewart, Haliburton						
do	1	100				

APPENDIX No. 12.—Continued.

RETURN of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Acres located.	Number of Purchasers.	Number of Acres sold.	Number of lots, the locations of which have been cancelled.	Number of Patents issued.
Abinger.....	Addington.....	G. W. Dawson, Plevna.....	10	1,176				2
Canonto South.....	Frontenac.....		2	292				3
Do North.....	do.....							
Clarendon.....	Addington.....		16	1,767	4	24	7	5
Denbigh.....	Frontenac.....		2	198				
Miller.....	do.....	James Reeves, Eganville.....	3	300				
Palmerston.....	do.....		7	1,300	1	16	2	
Algona North.....			3	299	2	17		2
Do South.....		James Reeves, Eganville.....	16	2,322				4
Grafton.....	Renfrew.....		12	1,132	11	447	10	18
Hagarty.....			6	893			3	19
Richards.....			1	100			5	
Sherwood.....			1	200			1	1
Wilberforce.....		John Mahon, Vanbrugh.....	8	1,123	4	350	4	3
Brougham.....			1	70			1	
Brudenell.....			10	776½			3	2
Griffith.....			1	91				2
Lyndock.....	Renfrew.....		1	200	1	54		2
Matawathan.....		A. Kennedy, Pembroke.....	3	252				
Radcliffe.....			5	953			1	
Raglan.....			16	2,060			5	3
Sebastopol.....								
Alice.....			11	1,144			4	5
Buchanan.....		A. Kennedy, Pembroke.....	5	706	2	129	3	1
Fraser.....			1	100				
Head.....			1	100				
Maria.....			2	300	1	69	4	
Mattawan.....	Renfrew.....		5	798	1	27		
McKay.....		A. Kennedy, Pembroke.....	9	1,206				
Papineau.....			7	883	1	2	3	10
Petewawa.....			4	401	1	13		1
Rolph.....			2	190				
Wylie.....			10	1,345	1	70		1
Pembroke and Mattawan Road.....								

APPENDIX No. 13.

CROWN LANDS AGENCY,

KINGSTON, 25th December, 1882.

SIR,—I have the honour to report for your information the following in regard to mines and minerals in the Counties of Frontenac and Lanark during the year 1882, viz. :—

PHOSPHATES.

From Loughboro' and Storrington, by teams to Kingston..	2,116 tons.
" Bob's Lake Mine, in Bedford, by K. and P. Railway	790 "
" Renfrew Mines, by C. P. Railway	219 "
" North Burgess Mines, by C. P. Railway	120 "
" do do Rideau Canal	1,460 "
" Opinicon Lake, in South Crosby, by Rideau Canal..	515 "

Quantity shipped, chiefly to Great Britain 5,217 tons.

Quantity mined in North Burgess, not yet shipped 1,500 "

Total quantity mined 6,717 tons.

The market value of which is about \$16 per ton.

IRON ORE.

From Ottawa District, by C. P. Railway	1,000 tons.
" " " Rideau Canal	7,053 "
" Caldwell's Mine, in Lavant, by K. and P. Railway..	1,235 "
" Bethlehem Iron Co.'s Mine, in Lavant, by K. and P. Railway	16,589 "
" Mississippi Mining Co., in Palmerston, by K. and P. Railway	15,754 "
" Glendower Mine, in Bedford, by K. and P. Railway	291 "

Total quantity shipped from mines 41,922 tons.

Quantity mined ready for shipment..... 2,500 "

Total quantity mined..... 44,422 tons.

The market value of which is about \$4.50 per ton.

The present working capacity of the Mississippi Mine, in the Township of Palmerston, is about 100 tons magnetic ore per day, employing from 60 to 75 men, with six compressed air drills constantly working. Depth of shaft, 173 feet; width of vein, 60 feet; length now open, 300 feet. It is the intention to nearly double the out-put of ore at this mine during the coming year. The mine is considered almost inexhaustible, and the deeper it is worked the better the quality proves; that now obtained being about 60 per cent. metallic iron, and I am informed it is at present worth about \$6 per ton delivered at Charlotte, N. Y., to which place it is all shipped, being equal to Swede or Norway ores, and considered the best for the manufacture of Bessemer steel, having little or no sulphur, phosphorus, or titanitic acid. The working of this mine has caused a flourishing village to spring up of nearly 300 inhabitants, where three years since was a rocky wilderness. Shipments from this mine during the present year are 15,754 tons.

The out-put of the Bethlehem Iron Company's Mine, in the Township of Lavant, is now about 50 tons per day, employing 50 men, with three compressed air drills constantly working. Depth of shaft about 140 feet. It is the intention to largely increase the out-put at this mine during the coming year by adding extra machinery and employing more men. The ore is most suitable for the manufacture of Bessemer steel, the quality being similar to that obtained from the Mississippi Mine in the Township of Palmerston, which has been described; and this mine, like that at Robertsville, is not troubled by water flowing. All the ore from this mine is shipped to Bethlehem, Pennsylvania; quantity forwarded this year is 16,589 tons.

The Caldwell Mining Company, at Wilbur, in the Township of Lavant, is similar and adjacent to that of the Bethlehem Iron Co., but has not been so extensively worked. Mining was not commenced this year until the month of September. The shipments have been 1,235 tons, with about 700 tons mined, but not yet sent forward. The present out-put is about 30 tons per day, employing 25 men.

Work performed at the Glendower Mine, in the Township of Bedford, during the year 1882, has been more for the purpose of ascertaining the probable extent and value of the mine than for the quantity of out-put. It has, however, changed owners lately, and will be extensively worked next year, employing similar drills to those used in the Palmerston and Lavant Mines, with a large number of men, as the present owners intend pushing the work at this mine as much as possible, and the heaviest machinery will be used.

At the Caldwell-Gildersleeve Mine, on lot 22, in the 4th concession of Lavant, two pits are sunk, 25 and 27 feet deep. It is the intention to sink a shaft to the depth of 100 feet, and put in steam drills, etc., and work it to a large extent during the coming year. The out-put of ore has been about 500 tons, employing some twelve men.

The Radenhurst Mine is situated on lot 22, in the 3rd concession of Lavant, the out-put of which is estimated at 1,000 tons. Steam drills are now being used, and a large quantity of magnetic ore will be shipped from this mine, the quality being 60 per cent. of metallic iron. Fifteen men are now employed, but it is the intention to double this number in a few weeks.

The Calabogie Lake Mine, in the Township of Blythfield, in the County of Renfrew, is now worked to the depth of about 20 feet. The out-put of ore is estimated at 300 tons. The mine is owned by parties in Perth and in the United States. I am told it is the intention to push the work at this mine.

PHOSPHATE OF LIME.

While speculation and enterprise have done much to draw attention to the phosphate deposits of the Province of Quebec, it is becoming evident that those of these counties are scarcely less valuable. The phosphate-bearing formation in the County of Frontenac seems to be bounded by Opinicon Lake on the east, and the 2nd concession of Bedford on the west, and extending from near Sharbot Lake on the north to the 9th concession of Loughboro' on the south. Within these limits phosphates are probably distributed over an area of about 200 square miles. The mines on the properties of Messrs. Nicholson, Poole, and the Canada Company, near Opinicon Lake, yielded during the present year about 600 tons of first-class phosphates.

At the westerly end of the 14th concession, on the property of Messrs. Bawden & Machar and the Canada Company, about 150 tons have been mined, and operations are in progress for the more extensive development of these properties. It is lamentable that this most valuable fertilizer should all be sent out of the country, when it might be used on the lands of this Province with most beneficial results.

MICA.

A very superior quality of mica has been recently discovered near the boundary line between the Townships of Palmerston and Clarendon, and the mine is now being

worked by an American company. Mica has also been discovered in the Township of Lavant of a darker colour than that above alluded to, but the sheets are of considerable size, and the mine will be worked during the year 1883.

PLUMBAGO.

A band of crystalline limestone, on the northern boundary of Birch Lake, in the Township of Bedford, has for some years been known to be traversed by one or more plumbago veins. An old working on lot 2, in the 6th concession, was, during the last summer, tested for the owners, and I am informed the quality compares favourably with the plumbago of Tyconderoga, samples of which were shown at the Toronto and Kingston Exhibitions. The length and width of the vein would indicate an extensive deposit.

GALENA.

The extensive works of the Frontenac Lead Mining Company, in the 9th concession of Loughboro', have been idle for the last two years. It is to be regretted that the apparently extensive galena deposits on the Hunt property, in the Township of Bedford, should remain undeveloped. Galena has been brought by rail from near Almonte during the present month and smelted in the Kingston smelting works, which experiment, I understand, has proved satisfactory.

CHARCOAL.

The Kingston Charcoal and Iron Company's Works at Sharbot Lake, in the Township of Oso, are now in operation with a capacity of 700 bushels of charcoal per day. It is hoped that smelting works will be established, but this has not yet been finally settled. I am informed that about \$35,000 have been expended by this Company, and that the by-products will nearly cover the cost of carrying on the works without the charcoal; or, in other words, leaving the charcoal nearly free. If this be the case there should be no trouble in raising capital in connection with these works for the manufacture of charcoal iron of a superior quality.

All of which is respectfully submitted.

I have the honour to be, Sir,
Your obedient servant,

(Signed) R. MACPHERSON,
Crown Lands Agent.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

APPENDIX No. 14.

MADOC, ONTARIO,
10th December, 1882.

SIR,—Knowing that your Department is greatly interested in the progress of the mining industry of this Province and having an opportunity of being acquainted with the facts in relation thereto in this section, I beg to address you on the same.

MADOC.

In this township the Wallbridge Hematite Mine is still being worked by the Bethlehem Iron Company, of Bethlehem, Pennsylvania. They are now down in the shaft some eighty feet and continue to find very excellent ore. The mine is equipped with every requisite in the shape of machinery for hoisting with elevated pockets, for securing the ore and dumping the same into the railway cars. They have taken out about 30,000 tons during the past season. This ore has been proved to be equal to anything on the continent classed as hematite ore.

On lot twelve in the sixth concession of Madoc work is being prosecuted by Stewart & Co., who are sinking on a deposit of hematite. Their shaft is down forty feet, one half of that distance is in ore. They view their prospects as very encouraging.

On lot thirteen in the fifth concession of the same township, H. H. Sutton, M.D., has been exploring very vigorously all summer, and his expectations are that in a few weeks he will be able to show a very fine bed of ore.

On lot sixteen in the fourth concession Messrs. Guzzot & Co. are opening up what appears to be a very nice deposit of specular ore.

Lot eighteen in the third concession of Madoc is also being worked by Lewis & Co., of Ohio, and they are meeting with very fair success.

A very large amount of ore is being stacked at the Dufferin Mine awaiting the completion of the Central Ontario Railway which runs across the lot and near the mine for shipment.

The following mines in the northern townships are being worked by the Coe Mining Company :

The Baker Mine, situated on lot eighteen in the eighteenth concession of Tudor, purchased from Palmer Baker, is showing up well. Work has been carried on at this mine all summer, and there are at present twenty-five men and teams employed here. The necessary buildings are being erected as fast as possible for the permanent working of the mine, and the ore is now being put in stock awaiting the completion of the Central Ontario Railway. This mine is composed of a large bed of magnetic ore, fully half a mile in length, and of a very superior quality, in every way adapted for the making of Bessemer steel.

The Emily Mine, also situated in Tudor, was purchased from H. McCoy, Esq. This is an immense deposit of magnetic ore, exceptionally clean, being free from sulphur, phosphorus and titanium and running up to sixty-nine per cent. in metallic iron. The texture is as soft as hematite ore which makes it so much more valuable on this account as it is easily mined. The daily output is being put in stock awaiting the arrival of the Central Ontario Railway.

The Wollaston Mine, situated on lots fifteen and sixteen in the eighth concession of Wollaston, was purchased from John & Thomas Batchelor. This mine has been extensively worked, and has borne out the expectations formed of it by Professor Chapman at the time of his visit, who declared it to be the finest body of ore he had yet seen. The location of the mine is beginning to assume the proportions of a village. The contract has just been let for the completion of the mining of 100,000 tons of ore by the 1st of August next. Perhaps it would not be saying too much in making the statement that this is the best defined bed of ore that as yet has been found in Ontario, being 2,000 feet long and from 65 to 120 feet in width. The ore is very high graded, being perfectly free from phosphorus and other injurious substances, giving sixty-eight per cent. metallic iron, and considered by furnace men and chemists who have experimented on it as being a number one Bessemer steel ore. A furnace is contemplated being built at the mine to manufacture charcoal iron. This project when carried out will prove of immense advantage to the settlers of the northern townships by giving employment to a large number of operatives and turning into practical use the hardwood timber scattered over these bleak hills, now considered worthless and of no value to the State.

In connection with the last mentioned mines the Central Ontario Railway is in every way identified. This enterprise has been started within the past year, commencing with the purchase from me of an interest in the above mentioned mines in Tudor and Wollas-

ton, as also by the purchase of the Prince Edward Railway, running from Picton to Trenton, it has developed into the running of a branch from that line to Weller's Bay as well as the construction of a main line, which, when completed, will extend to the township of Wollaston, making direct communication with the other mines above mentioned. Fifty miles of this road have already been graded and the steel rails for the track-laying for the whole ninety miles are now in Trenton. The ties for sixty miles are already made and on the track. Track-laying has commenced and about fifteen miles have been laid. The bridges for the entire road are made of the best steel and the abutments are constructed of the best building stone that could be procured. This is the largest enterprise ever undertaken in connection with the mining business, as it is being built mainly to serve the purpose of developing the mineral resources of North Hastings. When this road is built and in running operation the success of the mineral operations which have been pursued by myself for years past under very disadvantageous circumstances will be assured beyond a doubt. The ores are now being eagerly enquired after in the American market, and it only requires transportation facilities to ensure success.

Referring to Madoc village I may state that its prosperity has been greatly advanced through the development of the above named mining industries, and the merchants and business men are now beginning to understand that the mineral resources of this section may yet prove the back-bone of their success in the future. The growth of this place warrants the hope that at a day in the not far distant future it may become the county town of North Hastings.

Yours truly,

WILLIAM COE.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

APPENDIX No. 15.

MADOC, ONTARIO,
18th December, 1882.

DEAR SIR,—Referring to the development of the Iron Mining of this Province, I beg to say, that since my last report we have done but little mining in the Madoc district, not having shipped any ore from the Seymour mine this year, the developments there showing the necessity of a large outlay in additional work to reach the main body of ore, we decided to suspend operations until we could fully develop the mine with a diamond drill which we will use on that property and our other mines in that district during the coming summer.

Our operations have in the meantime been confined to exploring and developing the mines in what is known as the Snowdon district, with such results as seem to justify the belief that it will be one of the most important mining and manufacturing districts in the Province.

From the developments already made we find two distinct ranges or belts of iron ore, known in our explorations as the north and south ranges, what is known as the south range of the district has been traced eastward as far as the Ottawa River and in which some very large mines are being developed in the townships reached by the Ontario Central and Kingston & Pembroke Railways, a few miles to the north of this range, is the north range or belt which we have explored for a distance of fifty miles eastward from the township of Snowdon, through Glamorgan, Monmouth, Cardiff, Faraday and Dungannon. The character of the ore at each end of the territory explored, as well as

at many intermediate points, is of precisely the same character, showing a fine crystalline structure with scarcely any variation in the percentage of metallic iron.

The results of these explorations I deem of very great importance, having demonstrated the existence of two distinct ranges or belts of iron ore, extending from the Ottawa River in a general south-west direction through the Province of Ontario. And from the experiments made there is no doubt but that in these two ranges there exists a great many very large and valuable deposits of iron ore, almost all of which are of great value, on account of the absence of phosphorus.

I append a statement showing analysis of ore from most of the deposits now being worked, or which are known to be workable deposits, in order to show the value of the Canadian ores generally, as compared with ores from the various districts in the United States and from foreign countries upon which the Bessemer works are obliged to rely for their supply of ores.

I find on a careful comparison with other districts that the Canadian ores are generally much richer in metallic iron, and are without a rival in any other country so far as freedom from phosphorus and other deleterious substances in objectionable quantities is concerned.

The shipment of iron ore from the Snowdon district has been greatly retarded on account of there being no railway connection to the mines, though some half dozen mines are already sufficiently developed to warrant a large tonnage as soon as the railway is built. This will no doubt be done during the coming year, when it is believed the shipments from the Snowdon district will be very large.

It is intended to build a railway from the Victoria branch of the Midland Railway, at a point a few miles north of Kinmount, and extending eastward between the north and south ranges of ore, through the townships of Snowdon, Glamorgan, Monmouth, Cardiff, Faraday, and Dungannon.

By this line in connection with the Midland Railway the ore can be delivered cheaply either to Toronto or Midland City for shipment on the lakes, or, what is better, the ore can be sent by all rail via Toronto and Buffalo to many of the furnaces in the United States, in this way enabling shipments to be made throughout the entire year in return coal cars at low rates of freight.

The development of mines in the various districts in the Province may seem to those who are not accustomed to the difficulties to be encountered, to have been very slow, but I find upon an examination of the official records that in 1879 the entire shipment was only 2,699 tons with a steady increase ever since, until the present year they are 51,758 tons, a much larger increase, and under greater difficulties than were experienced in opening up the Lake Superior mines in the United States.

The prospects of a large increase of shipments during the next few years are justified by the completion of the railways to the mines in the Snowdon district and to points on the same ranges reached by the Ontario Central and Kingston & Pembroke Railways.

The satisfactory development of the iron mines in the Snowdon district along with the rapidly increasing demand for charcoal pig iron, and the abundance of hardwood suitable for making charcoal has resulted in attention being called to the fact that charcoal pig iron can be made more cheaply in that district than in the most favoured localities in the United States. In this connection I may add that Messrs. Parry & Mills, of Chicago, are erecting a charcoal furnace on lot eighteen in the first concession of Snowdon, near to the Victoria mines, and expect to have it in operation early in the coming spring, and the Toronto Iron Company are also preparing to erect a large charcoal furnace on their property near their Imperial mine during the coming year.

ANALYSIS of Iron Ores from the Province of Ontario.

Name of Mines.	Kind of ore.	Location.	Metallic Iron.	Phosphorus.	Titanium.
MADOC DISTRICT—					
Seymour	M	Near Madoc	68·83	0·0104	None.
Dominion	"	" "	57·81	Trace.	"
Brooke	"	" "	68·37	0·023	"
Wallbridge	H	" "	64·61	Trace.	"
Moore	"	" Eldorado	64·99	"	"
Dufferin	M	" Malone	64·60	0·013	"
Nelson	"	" "	56·58	0·006	"
Bentliff	S	" "	68·40	0·005	"
Mullett	H	" Madoc	59·25	0·013	"
Sexsmith	M	" "	57·18	0·017	Trace.
Orton	"	" Thanet	60·30	0·027	2·47
Baker	"	" "	62·20	0·057	None.
Wollaston	"	" "	60·52	None.	"
SNOWDON DISTRICT—					
Paxton	M	Near Kinmount	55·12	Trace.	None.
Swamp Lake	"	" "	62·60	0·008	"
Victoria	"	" Irondale	61·02	0·052	"
Howland	"	" "	61·48	0·01	"
Imperial	H	" "	45·82	0·02	"
Ledyard	M	" "	55·00	0·02	"
Pine Lake	"	" Gooderham	53·60	0·007	7·91
New York	"	" "	70·38	Trace.	None.
Monmouth	"	" "	70·50	"	"
Cardiff	"	" Cheddar	62·10	0·180	Trace.
Thompson	"	" Haliburton	67·11	0·701	None.
Huron	S	" Irondale	64·60	0·05	"
BANCROFT DISTRICT—					
Coulson	M	Near Bancroft	66·13	0·02	None.
Dungannon	"	" "	69·77	0·020	"
York Branch	"	" "	50·49	0·959	"
Bancroft	"	" "	68·27	0·012	"
KINGSTON DISTRICT—					
Glendower	M	Near K. & P. Rv.	64·83	0·01	1·32
Chaffer	"	" "	52·36	Trace.	11·43
Roberts	"	" "	62·64	0·009	None.
Wager	"	" Tamworth	64·12	0·017	"
OTTAWA DISTRICT—					
Forsyth	M	Near Ottawa	58·44	Trace.	None.
Haycock	"	" "	68·34	"	2·34

NOTE.—In Second column M indicates magnetic, H hematite, S specular ore.

The above analysis only shows the percentages of metallic iron, phosphorus, and Titanium, but in each case they were analyzed full and complete, but in no case was there found any other deleterious substances in objectionable quantities.

STATEMENT of Ore Shipments in detail for 1882.

Port Hope	300 tons.
Whitby	376 "
Belleville	16,376 "
Kingston	27,874 "
Ottawa	6,832 "
Total	51,758 "

The Hon. T. B. PARDEE,
Commissioner of Crown Lands, Toronto.

I have the honour to remain,
Your obedient servant,
CHAS. J. PUSEY.

APPENDIX No. 16.

STATEMENT of Crown Lands Surveys completed and closed during the year 1882.

No.	Date of Instruction.	NAME of SURVEYOR.	Description of Survey.	Amount paid. \$ cts.	No. of Acres.
1	18th May, 1881	James W. Fitzgerald	Township of Wilkes	273 84	51,052
2	21st May, 1881	H. R. McEvoy	Township of Field	571 48	23,164
3	21st May, 1881	M. J. Butler	Township of Badgerow	115 39	23,077
4	31st May, 1881	Alexander Niven	Certain base and exploration lines north of Lake Nipissing	409 67	1,037
5	28th July, 1881	Elihu Stewart	Block of land in rear of Village of Sault Ste. Marie.	487 25	23,414
6	3rd October, 1881	R. W. Hermon	Examination of surveys of certain townships.	159 91	23,347
7	15th May, 1882	W. O. Johnston	Township of Hugel	1,634 29	27,340
8	15th May, 1882	C. D. Bowman	Township of Kirkpatrick	1,913 80	23,040
9	15th May, 1882	Frank Purvis	Township of Hagar	1,612 80	6 miles.
10	15th May, 1882	Thos. O. Bolger	Township of Dryden	204 00	77½
11	15th May, 1882	Thos. O. Bolger	Survey of line between Timber Berths Nos. 46 and 54	2,622 25	.....
12	14th July, 1882	John McAree	Timber Berths north of Lake Huron	260 95	.....
13	27th October, 1882	Thos. O. Bolger	Examination of certain surveys in District of Nipissing January 30th, 1882, paid Willing & Williamson, for maps of Muskeoka and Parry Sound Districts	9 00	.....
			April 22nd, 1882, paid to C. B. Franks for valuation of certain water lots in City of Hamilton	30 00	.....
			May 19th, 1882, paid J. D. Irwin, duty and express charges on maps	93 60	.....
			June 6th, 1882, paid C. M. Smith for maps of Ottawa and Huron Territory	667 35	.....
			October 9th and November 8th, 1882, paid G. B. Kirkpatrick travelling expenses <i>re</i> Sparrow Lake and Eying Inlet	40 35	.....
				12,744 91	200,471

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

APPENDIX No. 17.

STATEMENT of Crown Land Surveys in progress and amounts advanced up to date.

No.	Date of Instructions.	NAME OF SURVEYOR.	Description of Survey.	Amount Advanced.
1	16th February, 1882	David Beatty	Outline of certain Timber Berths on north shore of Lake Huron.	\$ cts.
2	15th May, 1882	Alexander Niven	Certain base and exploration lines north of Lake Nipissing	1,000 00
3	15th May, 1882	Thomas Byrne	Township of Devine	3,200 00
4	15th May, 1882	David Beatty	Township of Biggar	2,800 00
5	15th May, 1882	James Dickson	Township of Canisbay	2,322 12
6	15th May, 1882	James W. Fitzgerald	Township of Pentland	2,784 17
7	15th May, 1882	Henry Lillie	Townships of Lewis and Proctor, and Residue of Shedden.	3,800 00
8	15th May, 1882	Francis Bolger	Township of Ratter	1,400 00
9	15th May, 1882	Francis Bolger	Outline of Timber Berth on north shore of Lake Huron	1,500 00
10	15th May, 1882	H. R. McEvoy	Township of Dunnet	170 20
11	15th May, 1882	T. O. Bolger	Outlines of Timber Berths on north shore of Lake Huron	1,500 00
12	28th June, 1882	Alexander Niven	Township of Awrey	400 00
13	28th June, 1882	Alexander Niven	Outlines of Timber Berths on north shore of Lake Huron	800 00
14	15th Jan, 1869, and 21st Oct., 1872.	Henry Creswicke, Jun.	Part of the Township of Sunnidale	Nil
			December 30, 1882. Paid Copp, Clark & Co., for maps	1,100 00
			December 30, 1882. Paid Rolph, Smith & Co., for maps	150 00
			.....	150 00
			.....	23,076 49

These Surveys have been nearly all completed in the field, but returns have not been received.

GEORGE B. KIRKPATRICK, P.L.S.,

Chief Clerk in Charge.

THOS. H. JOHNSON,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, 30th December, 1882.

APPENDIX No. 18.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1882.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	F. F. Passmore	505	24th February, 1882	Survey of Blind line between lots Nos. 17, 18, 19 and 20, on west side of Owen Sound Road, and lots Nos. 15, 16, 17 and 18, in 7th concession, and Gore lot No. 18, in 6th concession of Township of Arthur; and planting durable monuments at the rear angles of said lots on said Blind line .....	.....
2	Richard Coad	506	27th February, 1882	Survey of 4th concession of the Township of Delaware .....	.....
3	James Warren	507	20th May, 1882	Survey of line between lots Nos. 17 and 18, Township of Esqueving, and planting durable monuments at the north-westerly or westerly angle of said lot No. 17 in each and every concession, and at the north-easterly or northerly angle of said lot No. 17 in the 11th concession of the Township of Esqueving .....	.....
4	W. E. Yarnold	508	6th July, 1882	Survey of lots Nos. 13 and 14 in the 4th concession of the Township of Scott .....	.....
5	F. F. Passmore	509	6th July, 1882	Survey of lots Nos. 5 and 6 in the 10th concession (new survey) of the Township of Trafalgar .....	.....

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

THOS. H. JOHNSON,
Assistant Commissioner.

APPENDIX No. 19.

STATEMENT of Municipal Surveys confirmed during the year 1882.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	P. S. Gibson.....	500	5th September, 1882	Survey of the town line between the Townships of King and East Gwillimbury, opposite lots 110, 111 and 112 in East Gwillimbury and opposite lots 15, 16 and 17 in the Township of King.....	18th April, 1882.
2	J. J. Francis.....	499	21st April, 1882.....	Survey of lots 7, 8 and 9 in the 12th concession of the Township of Enniskillen	21st April, 1882.

GEORGE B. KIRKPATRICK, P.L.S.,

Chief Clerk in Charge.

THOS. H. JOHNSON,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, 30th December, 1882.

APPENDIX No. 20.

STATEMENT of Mineral Lands which have been Patented in unsurveyed territory on the North Shores of Lakes Superior and Huron, in the Districts of Thunder Bay, Nipissing and Algoma, during the year, 1882.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
1	1301	James Colebrooke Patterson	"The Slate Islands" in Lake Superior, District of Thunder Bay...	9,793	\$ 9,793 00	3rd February, 1882.
2	1303	Walter Thomas Newman ..	Great Manitou Island, Lake Nipissing, District of Nipissing	203	203 00	21st February, 1882.
3	1329	Oliver Daunais and Edward Augustus Wild.	Mining Location 39 T, and 40 T, south of the Township of Paipooonge, District of Thunder Bay	320	320 00	29th April, 1882.
4	1334	Joseph Williams, and Peter Murray	Murray Island and Island A, in Serpent Bay, District of Algoma...	55	55 00	20th June, 1882.
5	1377	Harold Andrew Wiley	Mining Locations R 11 and R 12, on Vert Island, Neepigon Bay, District of Thunder Bay	185	185 00	27th July, 1882.
6	1381	Harold Andrew Wiley	Mining Location R 5, on Vert Island, Neepigon Bay, District of Thunder Bay	227	227 00	18th August, 1882.
7	1383	Malcom Nicholson	Mining Location No. 44 T, east of and adjoining Lot No. 14, in the 1st Concession of the Township of Neepigon, District of Thunder Bay	80	80 00	1st September, 1882.
8	1384	Harry Wilson	Mining Location 45 T, east of and adjoining mining location No. 42 T, adjoining the Township of Neepigon, District of Thunder Bay.	80	80 00	1st September, 1882.
9	1385	Samuel Wellington Ray, and John Bourke	Mining Location No. 43 T, east of and adjoining Lot No. 13, in the 1st Concession of the Township of Neepigon, District of Thunder Bay	159	159 00	1st September, 1882.
10	1386	James Farrand Ruttan	Mining Locations Nos. 41 T, and 42 T, east of and adjoining Lots Nos. 11 and 12, in the 1st Concession of the Township of Neepigon, District of Thunder Bay	240	240 00	1st September, 1882.
11	1393	John Powell Vigers	Mining Location No. 48 T, on Neepigon River, District of Thunder Bay	87	87 00	7th September, 1882.

APPENDIX No. 20—*Concluded.*

STATEMENT of Mineral Lands which have been Patented, etc.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
12	1401	John Watt.....	Mining Locations 46 T, and 47 T, on Alexander Portage, Neepigon River, District of Thunder Bay.....	224	\$ c. 224 00	2nd October, 1882.
13	1408	Phillip McRea.....	Mining Location on Darche Island, Lake Huron, District of Algoma.	100	100 00	27th November, 1882.
14	1412	Oliver Daunais, and Edward Augustus Wild	Mining Location No. 53 T, south-west of mining location 39 T, District of Thunder Bay.....	160	160 00	20th November, 1882.
15	1413	Oliver Daunais, and Edward Augustus Wild	Mining Location 52 T, north-east of mining location 40 T, District of Thunder Bay.....	160	160 00	20th November, 1882.
				12,073	\$12,073 00	

GEORGE B. KIRKPATRICK, P.L.S.

Chief Clerk in charge.

THOMAS H. JOHNSON,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, 30th December, 1882.

APPENDIX No. 21.

STATEMENT of Work performed in the Survey Branch during the year 1882.

No.

- 1.—16 Instructions and Letters of Instructions for Surveys prepared and entered.
- 2.—11 Crown Surveys examined, completed, and closed.
- 3.—11 Surveyors' accounts for Surveys audited and closed.
- 4.—7 Reports to Council relative to Municipal Surveys drawn up and entered.
- 5.—5 Instructions for Municipal Surveys prepared and entered.
- 6.—2 Municipal Surveys examined and confirmed.
- 7.—25 Plans of Mining Locations examined.
- 8.—140 Plans of Private Surveys examined.
- 9.—560 Plans compiled and copied.
- 10.—49 Plans to accompany Instructions prepared.
- 11.—662 Letters relative to Surveys prepared, written, and entered.
- 12.—85 Letters relative to Mining prepared, written, and entered.
- 13.—1,956 Pages of Field Notes copied.
- 14.—66 Railway Plans and Books of Reference examined and certified.
- 15.—1,491 Patents issued during the year ending 30th December, 1882.

NOTE.—The foregoing Statement does not account for the time spent in furnishing information to parties applying personally at the Survey Branch, who are unable to obtain the information they require without assistance; much careful research into the old correspondence, plans, field notes, and other documents, being necessary in order to ensure reliability in the information given, which is frequently used as legal evidence in Courts of Law in disputed cases.

THOS. H. JOHNSON,
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

APPENDIX No. 22.

STATEMENT of the Names of Candidates who have passed their Examinations before the Board of Examiners of Land Surveyors for Ontario during the year 1882.

PRELIMINARY CANDIDATES PASSED.

Archibald William Campbell.
Charles James Crowley.
Vaughan Roberts.
Joseph Tiernan.

George Devere Curtis.
Henry Lionel Esten.
John Fletcher Apsey.

FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

Charles Albert Bigger, Ottawa.
Hume Blake Proudfoot, Toronto.
Thomas Speight, Concord.
Alfred Paverly Walker, Toronto.
Louis Beaufort Stewart, Toronto.

Charles Edward Stuart Booth, Odessa.
William A. Ducker, Port Elgin.
Daniel Leavens Sanderson, Willowdale.
Arthur Jabez Van Nostrand, Aurora.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July, and October, in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter, not being a holiday). Section 6, Chapter 146, Revised Statutes of Ontario.

PRELIMINARY EXAMINATION.

All persons, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects, viz.:—Vulgar and Decimal Fractions, Extraction of Square and Cube Root, Practical Geometry, Euclid, Plane and Spherical Trigonometry, Mensuration of Superficies, and the use of Logarithms; correct Spelling and good Writing required.

FINAL EXAMINATION.

Final Candidates, before obtaining a License to practise, undergo a strict and searching examination before the Board of Examiners as to their proficiency in Euclid; Plane and Spherical Trigonometry; Calculations of Areas by means of the Traverse Tables, etc.; Laying out and Dividing up of Land; the adjustment and use of the Transit or Theodolite; Astronomy, including the calculations necessary to determine the Latitude by meridian altitude of the sun, moon, or stars, or by double altitudes; Method of determining Time; of finding the time when any star passes the Meridian, with the time of its Elongation, Azimuth Angle, and Variation of the Compass; the Method of Keeping Field Notes; Drawing up Descriptions by Metes and Bounds for insertion in Deeds; taking Affidavits in the matter of Disputed Boundaries; the Law regulating Surveys; Geology; and also as to their proficiency as Draughtsmen.

THOS. H. JOHNSON,

Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,
TORONTO, 30th December, 1882.

SURVEYORS' REPORTS.

(Appendix No. 23.)

DISTRICT OF NIPISSING.

TIMBER BERTHS NORTH OF FRENCH RIVER.

TORONTO, ONTARIO,

4th December, 1882.

SIR,—I have the honour to report that in obedience to instructions received from the Crown Lands Department, and dated July 14th, 1882, I proceeded to the field and made a survey of certain Timber Berths north of French River, that is to say, I ran the south boundaries of Timber Berths numbers sixty-seven, fifty-nine, fifty-one, forty-three, thirty-five, twenty-seven, nineteen and eleven; the boundary lines between numbers forty-three and fifty-one, between nineteen and twenty-seven, between twenty and twenty-eight, and between twenty-one and twenty-nine. I also produced the line from the south-east angle of number eleven due east to strike French River, and ran a line due south from the south-east angle of number twenty-seven, to the township of Blair; the total number of miles run being seventy-seven miles ten chains. The lines were all run astronomically, and corrected from time to time during the progress of the survey, by observations of Polaris at its eastern elongation; the chaining was done with a Chesterman's steel tape.

I began my survey at the south-west angle of Berth number sixty-seven, being a point on Salter's Meridian Line at the distance of sixty chains seventy-seven links south from his eighteen mile post, and running due east astronomically, at five miles one chain forty two links, I established the south-east corner of Timber Berth number sixty-seven; six miles further on established the south-east corner of number fifty-nine; and made each succeeding Berth six miles wide, excepting number twenty-seven which was made seven miles. From the south-east angle of number fifty-one I ran north between forty-three and fifty-one, to the south-west angle of Berth number forty-four, where I found an old post marking the position of said south-west angle; this line between numbers forty-three and fifty-one came out eighteen chains fifteen links short of the six miles. The line between nineteen and twenty-seven, etc., came out on Salter's Base Line sixty chains sixty links west of the post planted during the present season to mark the south-west angle of the Township of Dunnet, and the boundaries between number twenty-one and twenty-nine came out twenty-eight chains fifty-two links short of the six miles. This discrepancy between the theoretical and the actual distances between Salter's Line and the one run by myself is abnormally great, even after making due allowance for the considerable length of the lines and the general rough nature of the country. The result is, of course, that some of the included Timber Berths will have less than their normal area. This circumstance is, however, of comparatively small consequence practically, as from all I could gather from my own observation and from information received from persons evidently well acquainted with the region, all the timber has been killed by the fire which swept through some years ago. There is thus no pine nor timber of any other kind of any commercial value on the Berths specially affected by the error in question. I shall now describe as concisely as I can, the tract of country that came under my observation during the survey. The geological formation is the Laurentian as is well

known. The rock is gneiss principally ; on the south boundary of Timber Berths number twenty-seven, however, a few belts of syenite, or syenitic gneiss were observed. The gneiss is of the ordinary micaceous character, and in many places it is very distinctly foliated, presenting a regularly banded aspect. The rock west of the Wahnapiatae River contains a larger proportion of feldspar than the rock further east. Towards the west side of Timber Berths number forty-three the strike is about north twenty degrees east, and has changed to north thirty-five degrees west, a few miles further east. Along the lines between numbers nineteen and twenty-seven, etc., the strike is more nearly east and west, being north of west, and south of east. Everywhere the strata appears to dip at a high angle. Along Timber Berths numbers sixty-seven, fifty-nine, fifty-one, forty-three, thirty-five and about a mile and three quarters over upon number twenty-seven, most of the surface is rock, and is generally rough and broken and is quite unfit for settlement, containing as it does but a very small per centage of arable land. The small areas of good land over the distance named, occur on Timber Berths number fifty-one and thirty-five, as shown in the field notes, and in small areas along the Wahnapiatae River. East of this stream, all along number forty-three, and for a mile over upon number thirty-five, the country is almost totally barren of soil, the surface being almost exclusively occupied by bare gneiss rock, or mossy swamps. In going east, as a point one mile and three quarters east of the south-west angle of number twenty-seven is reached a marked change may be noticed in the topographical features of the country ; the surface becomes level, or gently undulating, the rocks appearing to have been by glacial action, planed down to a more or less uniform surface. This character of country prevails, with a few exceptions, as far east almost as Wolseley River, and north to Salter's Base Line.

From the point above mentioned, one mile and three quarters east of south-west angle of number twenty-seven, as far east as almost to the end of the third mile on number nineteen, there is excellent land interspersed occasionally by small patches of rock cropping out. The soil is chiefly a brown clay loam of good quality. This tract of arable land extends south to the gorge of French River, but it is doubtful whether it extends very far to the north. To the east and to the north of this tract of good land, as far as my survey extended, the land is rocky and unfit for settlement, the percentage of good land being very small.

The line going south from the south-east angle of Timber Berths number twenty-seven, to the south channel of French River, passes over nearly level or gently rolling land all the way, interrupted of course by the north channel of the stream last mentioned. The soil is a clay or a sandy loam of good quality.

The timber plan indicates the distribution of the various kinds of timber. It is thus seen that the greater part of my line passed through a burnt country, the fire having gone over some parts a second time. The first fire appears to have occurred about fifteen years ago. Over this burnt country all the timber has been killed, and the burnt district extended as far as the eye could reach north of the line along the south of Timber Berths fifty-one, forty-three, etc., and on both sides of the line between nineteen and twenty-seven, etc., up to Salter's Base Line, and from information received from the Indians, I am led to believe that there is very little if any green timber, except perhaps towards the north-west, near the Wahnapiatae River and close to Salter's Base Line. Over some parts of this burnt district there has been very good pine, as is evidenced by the dead trees still standing ; the prevailing timber has been white birch, poplar, balsam and cedar ; there is now a young growth of small poplar, white birch, red cherry and willow coming up. In reference to the portions of my survey covered by green timber, I may say that the only place where pine of much value was seen, was between the Manzenazing River and the second mile post on the south boundary of Timber Berth number fifty-one. The trees, however, are rather under than over medium size, and much of the timber was valueless for lumber under present circumstances. Near the south-east corner of Timber Berth number eleven there is a small grove of very good pine, and farther west, between that and Wolseley River, there are some groves of white and red pine ; the trees, however, are of small diameter, although of thrifty growth. In the green woods along the south boundaries of numbers sixty-seven, and fifty-nine at various points, scattering pine occurs among the other timber ; there is some also at different points around Tyson Lake.

Besides the pine, the other kinds of timber seen were white birch, balsam, poplar, cedar, hemlock, maple, black birch, yellow birch, basswood, ironwood, black ash, etc. Between the south boundary of Timber Berth twenty-seven and French River, and along the line running south from south-east angle of number twenty-seven, to the south channel of French River there is some very fine timber, hemlock, black and yellow birch, maple, basswood, etc. Around Tyson Lake there is much evergreen, hemlock, balsam and cedar. The Wahnapiatae River is a fine stream with an average width of about one hundred and fifty feet; it is broken by numerous rapids, but is still a fine river for floating rafts. The water is good and palatable, although of the dark colour common to the streams of the country; among the fish found in it are the black bass, pike, pickerel, etc. The Manzenazing River is a stream of sufficient capacity for floating sawlogs, although those who lumbered upon it some years ago, found it advisable to erect dams across it at several points between Collins' Inlet and Tyson Lake. Mullin and Pictou Rivers, as far as my observation extended, might each be described as a series of narrow lakes connected by a small stream broken by many rapids, and capable, perhaps, during a freshet, of floating small sized sawlogs. These streams flow in the direction of the strike of the strata, through grooves formed by the erosion of a stratum softer than those on either side of it. Wolseley River is a stream large enough to float timber at any season almost; it has numerous expansions along its course. The water in all the streams crossed, except the mere brooks, was dark coloured, although sweet and wholesome. Tyson Lake and Manzenazing River contain pike and black bass.

Partridges abound in the woods, and some prairie chickens were shot in the brûlé north of French River. I saw numerous traces of bear, red deer and moose.

I have the honour to be, Sir,
Your obedient servant,

(Signed) JOHN MCAREE,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 24.)

DISTRICT OF NIPISSING.

TOWNSHIP OF DUNNET.

ST. MARY'S, ONTARIO,
December 21st, 1882.

SIR,—I have the honour to submit the following report of the survey of the township of Dunnet, instructions for which were issued from your Department on the 15th of May, 1882:—

Proceeding by way of Rosseau and Nipissing, and crossing Lake Nipissing by steamer, I reached the eastern boundary of the township, near the rear of the fifth concession, on the 19th of July, by canoeing up the Veuve or Widow River. Finding that Provincial Land Surveyor Bowman had already run the boundary between the townships of Kirkpatrick and Dunnet, and having checked his measurements of the concessions along said boundary, I laid off my concession lines two and three, three and four, and four and five at right angles to this boundary, and after running one mile west on each of them, ran the side line between lots two and three at right angles to the different concession lines.

On the night of the 21st of July, the first clear night after my arrival in the township, I obtained an observation of Polaris at its eastern elongation, at the south-east

angle of the sixth concession, and on the following day ran west astronomically on the sixth concession line. Finding that the boundary of Dunnet and Kirkpatrick at the place of observation was running too much west, I proceeded to the southern boundary of the township, and after retracing Provincial Land Surveyor Salter's base line from the south-west angle of Kirkpatrick, a distance of two miles west, I ran the side line between lots four and five north astronomically, from the south to the north boundary (already run by Provincial Land Surveyor Francis Bolger), with what result will be seen upon my plan. The survey was then carried west from this line, the side lines being run north astronomically, and the concession lines west astronomically, according to instructions. The depth of concession one was made eighty-two chains and seventy-five links on side lines four and five, the same as I found it to be on the east boundary.

The soil of the township is for the most part clay, and about two-thirds of the whole is fit for settlement. About one half will make excellent farming land, there being large tracts of it almost level, and free from stone. Over one-half of this township has been burnt; nearly the whole of concessions one, two, and three being within the burnt area.

There is some valuable pine timber in the township, the best being in the central part as shown by timber map. A small area of maple was found on lots four and five, concessions four and five. The remaining green bush is balsam, spruce, tamarac, cedar, birch, and poplar. On what is known as *brulé*, a thick growth of white birch, poplar, cherry, etc., has sprung up.

The township is well watered by creeks, and the River Veuve runs through it from west to east, the main branch entering at lot nine, concession six, and leaving it near the north-east angle of concession five. A branch also enters at lot twelve, concession five, and joins the main river on lot seven, concession six.

The formation where exposed is granite, and no indications of valuable minerals were met with. The variation of the magnetic needle was very uniform throughout the township, averaging about $5^{\circ} 45'$ west. The settlement of this township will of course take place from the Canadian Pacific Railway, which runs through it as shown upon my plan. There being no squatters in the township there is no inspection return.

I have the honour to be, Sir,
Your obedient servant,

(Signed) H. R. McEvoy,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 25.)

DISTRICT OF NIPISSING.

TOWNSHIP OF HUGEL.

WHITBY, ONTARIO,
October 18th, 1882.

SIR,—I have the honour to submit to you my report of the survey of the township of Hugel, in the district of Nipissing, surveyed according to instructions from your Department, bearing date the 15th day of May, 1882.

From Toronto, I proceeded to Lake Nipissing, and thence by canoe up the Veuve or Widow River to the west boundary of the township of Caldwell, which I followed until I found the north-west corner of that township.

Here I obtained an observation of Polaris, and then ran my south boundary, which I used as a base line, laying off the lots forty chains in width with the exception of lot

twelve, which is somewhat larger, and making the concessions eighty chains in depth. I then worked northward to the north-east corner and finished the survey at the north-west angle of the township.

I found one large lake called Deer lake, and two much smaller ones of each of which I made a survey.

The greater portion of this township has been overrun by fire and the timber destroyed. Some of the north part has also been burnt again last year.

The north-west corner of the township, however, is green bush, and contains a considerable amount of good pine, but the other timber is not of marketable value, being mostly white birch, small spruce, balsam, tamarack, and some poplar.

The basin of Deer Lake and the land east of it may be considered as good for farming purposes, the soil consisting of heavy clay, covered in places with a thin coat of sand; its value will be enhanced by its proximity to the Canadian Pacific Railway, which is not more than two or three miles to the south, and will give easy access to it, and by the numerous beaver meadows which will afford an abundance of good hay for wintering stock. Deer Lake also will be a benefit to the settler on account of the quantity of excellent fish it contains. The water of the lake is very dark and discharges into the Veuve River.

The remainder of the township is rather rocky and broken, the prevailing rock being gneiss, with thin veins of poor looking quartz. I saw no valuable mineral, although slight traces of iron could be seen in some places.

Throughout the whole township there are a great many small clay flats, which, although good land, can hardly be available for farming purposes on account of their isolation.

This whole township is, I think, more adapted for a grazing country than for farming, as the backward springs and early frosts are not conducive to good crops, while the numerous creeks, swales, and beaver meadows would be a great advantage in stock raising.

I have the honour to be, Sir,
Your obedient servant,

(Signed) W. O. JOHNSTON.
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 26.)

DISTRICT OF NIPISSING.

TOWNSHIP OF RATTER.

PENETANGUISHENE, ONTARIO.

November 16th, 1882.

SIR,—I have the honour to inform you that, in accordance with your instructions of the 15th of last May, I have sub-divided the township of Ratter into farm lots of three hundred and twenty acres each, and beg leave to submit the following report together with the plan and field notes thereof.

I reached my starting point, the south-east angle of the township, as established by Provincial Land Surveyor, C. D. Bowman, on Thursday, the 21st July, where I observed Polaris the evening of that day, and on the following day proceeded with my work.

The township is generally level throughout and contains little good land. The face of the country is rocky and stony, with light sandy soil. The prevailing timber being white and red pine, balsam, poplar, white birch, with scattered groves of hemlock and tamarack.

Towards the centre of the township pine predominates of a merchantable quality. The westerly part of the township has been burnt over, all the timber being utterly destroyed, about one-sixth of the township has thus been devastated.

There is only one stream of any significance in the township, and that is found on the east boundary, it has a sluggish current, and has a depth of about two feet six inches and an average width of fifty links.

The Veuve, or Widow River crosses the south-west angle of the township. This is a good size stream, averaging in width from one and a half to two chains. The Canadian Pacific Railway follows its north bank. There is only one lake in the township and that is found on the west boundary. It contains great quantities of black bass and pickerel. Extensive hay marshes were met with.

Beavers are very numerous; many parts of the township are flooded from the operations of that busy animal. The country may be considered a "happy hunting ground" for sportsmen. Moose are found in abundance.

There are no settlers or any improvements whatever in any part of the township.

There was no local disturbance of the magnetic needle observable.

The contractor of the Canadian Pacific railway, Mr. Worthington, is pushing on the works of construction vigorously. He informed me that he hopes to have the railway open for traffic by the 1st of July, 1883. He has a force of upwards of two thousand men working west of Lake Nipissing.

I have the honour to be, Sir,
Your obedient servant,

(Signed) FRANCIS BOLGER,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands.
Toronto.

(Appendix No. 27.)

DISTRICT OF NIPISSING.

TOWNSHIP OF KIRKPATRICK.

WEST MONTROSE, ONTARIO,
October 19th, 1882.

SIR,—I have the honour, in accordance with instructions from your office, dated May 15th, 1882, to submit the following report of the survey of the township of Kirkpatrick, in the district of Nipissing:—

I commenced the survey, as instructed, at a post shown to be planted on Salter's base line, at the south-west angle of lot number twelve in the first concession of the township of Caldwell, but not being able to find any trace of Salter's line, either east or west of said post, I made an observation of Polaris, and produced the line from said post due west, expecting after getting into country where it had not been so much burnt to find the original line, but failed doing so, until after I had run the whole of my south boundary and established the south-east angle of the township of Ratter, when Provincial Land Surveyor McEvoy, after producing my south boundary one mile on the south boundary of the township of Dunnet, informed me he had found Salter's base line, well blazed, at a distance of two chains seventy-five links south of the production of my line. I then, in accordance with the information received, retraced Salter's line back along the south boundary of Kirkpatrick, and found the true line to be south of the line I had first run two chains seventy-five links all along my south boundary, but as Provincial Land Surveyor McEvoy had commenced his work, and also Provincial Land Surveyor Bolger, we thought best to leave the first concession eighty-two chains seventy-five links in depth.

Nearly the whole of the township has been burnt over, there being only about eighty chains of unburnt land found along the lines run, the balance being thickly grown up with small poplars, birch, alder, etc., with occasionally the trunks of large dead pines, while in some places there was no trace of the original forest left.

Along the Veuve or Widow River, varying from ten to eighty chains north and south from the same, there is land which might probably be used for farming purposes, the soil being a hard grey clay, which will likely make good grazing land, and being close along the line of the Canadian Pacific Railway will be desirable. The soil elsewhere throughout the township being somewhat of the same nature, but not in large enough quantities to make it desirable for farming purposes.

That portion of the township lying south of the river is poorly watered, there being no spring creeks, but a number of small streams, with deep, sluggish currents and stagnant water.

Moose deer, and also a few red deer, were seen, as well as bears, beavers, and muskrats, the two latter in abundance along the river and small streams.

The rock is of the granite formation, mixed with mica in places. No indications of copper or iron were seen.

There being no squatters or improvements in the township no inspection returns will be required. The whole of the township, with the exception of about twenty chains on the west boundary and a few chains on the front of the sixth concession, being brûlé, no timber plan will be necessary.

I have the honour to be, Sir,

Your obedient servant,

(Signed) C. D. BOWMAN,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 28.)

DISTRICT OF NIPISSING.

TOWNSHIP OF HAGAR.

EGANVILLE, ONTARIO,
November 20th, 1882.

SIR,—In accordance with instructions, dated 15th May, 1882, I proceeded by way of Toronto and Nipissing to survey the township of Hagar into farm lots of the three hundred and twenty acres each. Procuring supplies at Sturgeon Falls, I canoed up the La Veuve or Widow River until I struck the north boundary of the township of Dunnet, then followed the said boundary westward until I found the post planted by Provincial Land Surveyor McEvoy, in the north-west corner of the said township of Dunnet. I began the sub-division of the township of Hagar at said post, making it, as per instructions, the south-east corner of my township. I then ran the south boundary due west, nearly across the township, and one-half the east boundary due north astronomically; after which I proceeded with the sub-division according to instructions, making the line between lots six and seven, and the line between concessions three and four, my base lines. Repeated observations were taken during the survey to ensure accuracy.

The township of Hagar is well watered by numberless small creeks, but more especially by the La Veuve or Widow River, which enters it by three different branches. What appears to be the main stream crosses the north boundary in lot nine, from thence it flows south-westerly to lot thirteen, concession three, it then turns and flows south-easterly, leaving the township in concession one. What is known as the north-east

branch crosses the north boundary in lot one, flows south-westerly through lots one, two, three, and four, concession six, and lots five, six, seven, eight, and nine, concession five, joining the main stream in lot nine, concession five. Another branch, known as the north-west branch, crosses the west boundary in concession four, flowing south-easterly across lots fourteen and thirteen, joining the main stream in lot thirteen, concession three.

The river valley is generally narrow, and in places over one hundred feet deep. The average velocity of the current is about one mile and one-half an hour. I made a traverse of the river from the east boundary to where it is joined by the north-west branch. Above that it, as well as the two other branches, is very shallow, and full of rapids and flood-wood jams, and not navigable for canoes. The average depth of the part traversed would be less than six feet.

The La Veuve River appears to be well stocked with small fish.

That portion of the township of Hagar lying south of the river, excepting a few small flats in the river valley, is practically worthless for any purpose whatever, being rocks and mountains. North of the river, although much broken by rocky hills, about one-half of the area is fit for settlement. The soil being a heavy rich clay loam, free from stone, and well adapted for agricultural purposes. I consider about forty per cent. of the township of Hagar good arable land.

Bush fires have destroyed nearly all the timber. The only pine, or in fact any timber worth mentioning, left standing is on lots one and two, concessions one, two, and three. There is a small island of timber at the junction of the north-west branch with the La Veuve River, and another in lot eight, concession five. That portion of the township lying south of the river is a *brulé*, with scattered red and white pine, with some tamarack, balsam, and white birch, and is covered with dense undergrowth and fallen timber.

No economic minerals of any kind were found during the survey. The prevailing rocks are granite and gneiss. Veins of feldspar and quartz were frequently met with, also a few small boulders of pudding stone.

The located line of the Canadian Pacific Railway follows at an average distance of less than two chains, the north shore of the river, across the township, crossing the main stream immediately above the forks in lot thirteen, concession three.

Moose deer, bears, and beavers were frequently met with during the survey.

Trusting that the plans, field notes, and report will prove satisfactory.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

FRANK PURVIS,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 29.)

DISTRICT OF NIPISSING.

TOWNSHIP OF FIELD.

ST. MARY'S, ONTARIO,

December 31st, 1881.

SIR,—I have the honour to inform you that I have completed the survey of the township of Field, under instructions from your Department, dated May 18th, 1881, and have to report thereon as follows:

Leaving Toronto on the 15th of June, I proceeded to the township, via Rosseau and Nipissing, crossing Lake Nipissing by the steamer *Inter-ocean* to Sturgeon Falls. I then proceeded by canoes up Sturgeon River to the north-east angle of the township of


Springer, and having obtained on the 21st of June an observation of Polaris on east elongation commenced my survey by running the east boundary of Field on a course astronomically north, making the concessions one mile in depth, from one to six ; the lots were laid out forty chains in width along the south boundary by retracing the northern boundary of the township of Springer from numbers one to fourteen inclusive, and I found only twenty-seven chains, twenty-five links left for lot fifteen to the north-west angle of Springer, instead of thirty-seven chains as shown on sketch furnished me. From the post at the north-west angle of the township of Springer, the west boundary was drawn on a course north astronomically as per instructions. In carrying out the survey I ran the line between concession two and three from the east to the west boundary, on a course west astronomically making the lots forty chains in width to lot fifteen returning to side line between lots ten and eleven. I ran north astronomically to the north boundary. The western portion of the survey was then completed in the manner set forth in instructions, and finally I worked east completing the work at the north-east corner of the township.

The latitude of south boundary I assumed as north $46^{\circ} 27' 16''$. The variation of the needle was found to be west $6^{\circ} 15'$. Astronomical observations were taken frequently during the progress of the work, the details of which will be found among returns of survey.

I have to report about one-third of this township fit for settlement. The valley of the Sturgeon River, which traverses this township from south-east to north-west, is clay soil with an occasional vein of sand, which when cleared will make excellent farming land ; while a fair portion of the township may be described as sandy loam, the best land is along the Sturgeon River and northern or central portion of the township, the other portion being rocky and generally unfit for settlement.

Considerable White Pine is scattered over the whole of the township, the south-west quarter is a very valuable limit of timber, the pine being of large growth and good quality, some very good pine was also found in the north-west quarter of the township, and the township generally is covered with a thick growth of white birch, balsam, spruce, cedar, tamarack, etc., here and there a few maples, some very good groves of cedar suitable for telegraph poles, and tamarack timber suitable for railway ties being met with.

As before stated the Sturgeon River traverses this township from north-west to south-east, eventually falling into Lake Nipissing. It is a stream about three chains in width and fifteen feet in depth, very suitable for driving purposes. The Tomiko River is the principal stream coming in from the north-east, and various creeks from other portions of the township—some of them being outlets of lakes—find their way into the Sturgeon River ; a few lakes, as shown on my plan of township, were met with.

The general character of the township is undulating, but not broken, here and there a cliff, but no very high hills are met with. The formation is granite and is but scantily covered with soil in many places, especially in the south-west, north-west, and north-east portions. I did not observe any traces of valuable minerals, and saw no rock but ordinary granite. 

Access to this township is at present by Lake Nipissing and the Sturgeon River, but the Canadian Pacific Railway will doubtless afford the means of settlement at an early day.

There being no squatters in the township no Inspection Returns are necessary.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

H. R. McEvoy.
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 30.)

DISTRICT OF NIPISSING.

TOWNSHIP OF DRYDEN.

BELLEVILLE, ONTARIO,
December 19th, 1882.

SIR,—I have the honour to report that on receipt of instructions for the Survey of the Township of Dryden, I proceeded to carry out the same. Having, after some difficulty, arrived at my starting-point on Salter's Base Line, I ran due north six miles, thus establishing the south-west corner of the township. Then running due east, carrying along the south half of the work, and then due west, I completed the township.

As will be seen from my notes, the country in Dryden is rough, broken, and rocky, and as a whole unfitted for agricultural purposes. Some flats of fair land are to be found, and along the line of the Canadian Pacific Railway a few farms may be cultivated, but no settlement of any size can be formed. Its timber resources are also very limited, the greater portion of it having been destroyed by fire. Along the northern boundary—in several instances extending over the sixth concession—some good pine exists, either in groves or in a scattered form.

The only stream calling for notice is the Wahnapitae River, which has a large and constant flow of water, admirably adapted for the driving of logs and timber, although much broken by falls and rapids. Pike and other fish are found in it, but not in large quantities. Not a solitary lake exists in the township. Fur-bearing animals are scarce, a few beaver being about all. There are few traces of valuable minerals to be found in the rock, which is chiefly granite. It is needless forming an estimate of land fit for settlement, the percentage being so trifling.

I have the honour to be, Sir,
Your obedient servant,

THOMAS O. BOLGER,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

(Appendix No. 31.)

DISTRICT OF NIPISSING.

TOWNSHIP OF WILKES.

PETERBOROUGH, ONTARIO.
January 10th, 1882.

SIR.—I have the honour to submit herewith the field notes and plan of survey of the township of Wilkes, performed under your instructions, dated 18th May, 1881.

This township lies east of the township of Ballantyne, and south of that of Boulter within the watershed of the Mattawan River.

It is situated very nearly on the height of land which divides the watersheds of the Maganetawan River flowing into the Georgian Bay, South River flowing into Lake Nipissing, and Mattawan River, which empties into the Ottawa.

It is divided almost diagonally from the south-west to the north-east corner by two fine lakes—Tea and Manitou Lakes—which are connected by a narrow chute a little more than a quarter of a mile long.

These lakes flow north-easterly into the Mattawan by the River Amable du Fond, which is itself a stream of some importance. With the exception of the two beautiful lakes referred to the general aspect and character of the township are about what is known of the Ottawa and Huron Territory, viz., partially broken by rough undulating tracts of hardwood upland, interspersed with low-lying patches of swamp-land yielding tamarack, spruce, cedar, etc., and the usual percentage of small lakes, ponds and marshes scattered between.

On arriving in the township and having taken the necessary meridian observations, etc., I commenced the survey of the line between concession two and three at its intersection with the west boundary.

This line I ran as a base to the east boundary, carrying through simultaneously the south boundary, concession line four and five and extending at the proper points the side lines north and south.

Returning to the west side of the township, further observations were taken at the intersection of concession line six and seven and side line ten and eleven. The latter was surveyed to the south boundary of the township of Boulter, and the concession lines started from it at the proper points east and west. On this general system of procedure the survey of the township was carried out and completed.

That part of the township lying south and east of Tea and Manitou Lakes and north concession ten can only be described in a general way, as a tract more or less broken by ridges of hardwood and mixed green timber separated by swamp valleys in which the prevailing timber is tamarack. In the uplands where maple, beech, and birch predominate the land is stony in many places to such a degree as to render cultivation impossible.

There are, however, occasionally met with patches of kind soil composed of sand loam of fair depth and fertility.

The swamps, which make up probably ten to fifteen per cent. of the total land area, present the usual characteristics, in some places soft and peaty, at others of a firmer consistency, especially where found resting on a clay or gravel sub-soil. There is no pine in quantity in this division of the township, and excepting black birch, it contains no timber of marketable value.

Along the west boundary, from a point near Tea Lake to the north end there is a strip of heavy hardwood about one block (one and a quarter miles) in width.

The soil too, is of fair depth and quality, and tolerably free from rock and stone in many places.

East of this strip of land, extending to Manitou Lake, and from Tea Lake to the north boundary, comprising about eight thousand acres, is a tract of rolling land covered with hardwood and green timber through which is scattered in considerable abundance some very fine pine and spruce.

The pine, in size, form, and quality, compares favourably with any that I have seen during several years' experience in northern Ontario.

Its value too is enhanced by its proximity to Manitou Lake and the capacious stream flowing out of it. The Canadian Pacific Railway also runs within twelve miles by water of this place, thus affording additional advantages and facilities for its removal to market.

The soil is not inferior, being of the usual kind of sand loam and the proportion of arable land is comparatively large. The north-east part of the township is rough and broken by low rock bluffs and ridges of granite rock enclosing stony flats and valleys of considerable extent. There are no large unbroken areas of cultivable land, but occasional patches of fair soil are often met with. The timber is very mixed and mainly consists of hemlock, spruce, tamarack, white birch, poplar, balsam, etc., mostly under average size. There is but little pine scattered over this part, although tamarack and spruce of fair dimensions are occasionally seen.

It may be worthy of remark here that although the country for miles north, east, south, and, I believe, west of this township has been lumbered over for thirty years or more, not one stick has yet been cut in it for that purpose.

The township also is singularly free of fallen timber. Excepting along the north shore of Long Lake on the south boundary, and for a distance of about half a mile east of it no evidence of fire or fallen timber to any extent was met with on the survey.

At the outlet of Manitou Lake, and on the north side are two half-breed settlers who have resided there some twenty years, and from whom the river Amable du Fond gets its name. They have an old clearing of some thirty acres on which they grow good crops of oats, beans, potatoes, turnips, and hay in abundance, for all of which they get double prices from the lumbering companies who come up the Ottawa in the direction of which all connection and communication is held. These settlers informed me that Tea and Manitou Lakes abound in salmon trout, white fish, bass, pickerel, etc., of large size. Salmon trout of thirty pounds weight having been sometimes hooked. In the river Amable du Fond some of my party caught speckled trout weighing two and a half pounds, and I understand that all the streams from this district flowing into the Ottawa are fairly stocked with this delicious little fish. The shores of Tea and Manitou Lakes, especially the latter, are deeply indented by bays which are shallow with flat sand bottom at the heads, but out towards open water the shores are lined with rock and stone sometimes dipping into the water at sharp angles. Reviewing the township as a whole, I do not consider it above the average for settlement, and, but for the pine tract I have described the timber product also would not come up to an average yield.

The proportion of arable land of the total land area I estimate at from twenty-five to thirty per cent.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

J. W. FITZGERALD,
Provincial Land Surveyor.

The Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Toronto.

REPORT

ON

COLONIZATION ROADS

FOR THE YEAR 1882.

To the Honourable T. B. PARDEE,
Commissioner of Crown Lands,
Ontario.

SIR,—I have the honour to present the usual annual report of the works and operations of the colonization roads branch of the Crown Lands department for the year 1882, which will, I trust, be satisfactory to yourself in its detail, and to the public, as shewing a large amount of work accomplished for the expenditure made.

Among the many works hereafter enumerated I may specially mention that of the Nipissing Road which has now been extended to the vicinity of Callender station on the line of the Canadian Pacific Railway, thus opening to the public a new inlet to a fine area of land in the townships of Ferris, Nipissing, Himsworth, and others south of the railway, and which must ere long become the centre of an industrial region as yet in its infancy, thousands of acres of which, I can testify from personal observation, are scarcely inferior to those of "Old Canada West," not only for general agricultural purposes, but for the culture of the usual assortment of Canadian fruits.

Special attention was also directed to the improvement of main leading roads, such as the Muskoka Road, Rosseau and Nipissing, and others in the east, and I submit that the efforts of the department in that direction have been successful for the amount of money at its disposal, as will I am sure be attested by those who may travel over the roads since the recent repairs upon them; and it is gratifying to report a most favourable season of fall weather, which greatly aided our efforts in respect of road-making, being, unlike that of the general fall season, practically dry, up to the time when frost set in.

As regards the general expenditure this year upon roads and bridges I may state, that in consequence of the extensive lumber operations and the great demand for the same throughout Ontario, wages have been unusually high, and labour correspondingly scarce, which had the effect of reducing in some degree the amount of work accomplished for the outlay, but which, notwithstanding, will bear a favourable comparison with previous years.

The works are as follows, a summary of the expenditure of which will be found at the end of this report:—

NORTH DIVISION.

1. BATCHEWANING ROAD,

Leading from Sault Ste. Marie to Goulais and Batchewaning Bays, is now produced to the latter named bay, and at present ends on or about lot 54 of P. L. S., Abrey's survey, and sub-division of his road survey, made in 1872.

This year three miles of road were made, besides repairs over portions previously built, to the extent of about \$500. The portion made this year is through a rough section of the district, and which is likely to continue for some miles beyond.

The Dominion Government made the usual grant of \$1,000 towards the work.

2. BURY ROAD.

This road is in the Indian peninsula, in the County of Bruce, and is intended to reach Tobermory Harbour, as a trunk road through the district.

This year, work was begun on lot 26, between concessions 4 and 5, E. B. R. in the township of Lindsay, being the end of last year's work, and continued to lot 35; thence along the 35th side line, and to within a few rods of the old Bury Road—length made, $4\frac{3}{4}$ miles.

Nearly \$300 were used in repairing a large quantity of crossway on the old road, which the bush fires of the previous season had entirely destroyed, so that altogether, a large amount of work has been effected for the expenditure of \$1,500.

3. BARRIE ISLAND ROAD,

In the Township of Jordan, on Manitoulin Island, begins on lot 23, and ends on lot 29, between concessions 8 and 9. Being through a heavy black ash swamp, the work was necessarily expensive, but, the outlay of \$635 has made it one of the best pieces of road on the island, and one particularly required by the Barrie island settlers.

4. BIDWELL BRANCH ROAD,

Also on Manitoulin island, reaches from Little Current and West Bay road, in the 10th concession of Bidwell, southerly between lots 24 and 25, to the 4th concession, and from thence westerly to lot 26, a length of $3\frac{3}{8}$ miles.

Prior to the opening of this road settlers were confined to ice or water communication, so that the road was an apparent necessity.

The cost of the road was \$540, but to it may be added \$173.28, which was spent in reducing a heavy hill on the Manitouaning Road, and was a difficulty too great for the municipality to encounter, while they gave \$75 in addition to the above to assist the work.

5. CENTRE ROAD.

This is practically the centre road northerly and southerly of St. Joseph island, extending from "Richards' dock" to Tenby Bay; it and "Hilton Road" being at present the principal roads of the Island.

The work this year was opening through concessions H. I. K. L., between lots 10 and 11, to connect with the Hilton Road.

The work was heavy, being mostly swamp, but an excellent job is reported—length, $2\frac{1}{2}$ miles.

6. COFFIN ROAD.

Work was begun at the termination of last year's work on lot 2, concession 1, of Coffin township, and was produced three-fourths of a mile.

The expenditure includes the building of a bridge over Thessalon river, 73 feet long on the line of the road.

7. COFFIN ADDITIONAL ROAD.

A production of one mile northerly was effected in this case from the Great Northern Road, from lots 3 and 4, in the 5th concession of Johnson township; and in addition, $1\frac{1}{4}$ miles of the old road received repairs which were absolutely required.

8. GORE BAY ROAD

Is built to open a way to market for the large number of settlers in the Township of Mills, at the south-east end of Lake Wolsley, on Manitoulin Island.

The course of the road is from the town line between Gordon and Mills, southerly on the line between lots 10 and 11, to the road allowance between concessions 6 and 7, and from thence westerly to the town line of Burpee— $6\frac{1}{4}$ miles.

9. GORE AND PROVIDENCE BAY ROAD

Is also on Manitoulin Island, and begins on the town line between Carnarvon and Campbell, at the 14th concession of the last named township— $1\frac{3}{4}$ miles made this season of rather expensive work, including several large culverts, and a large quantity of cross-waying.

10. GREAT NORTHERN ROAD.

The money was used in this case chiefly in repairing culverts and wooden structures between Sault Ste. Marie and Echo River. The road had become dangerous for want of these repairs.

11. GALBRAITH ROAD.

This road passes through the Townships of Rose and Galbraith. This year three miles were made northerly from last year's work into the latter named township, passing through a hilly and broken district.

12. KAKABEKA ROAD,

Which is one of the roads in the Thunder Bay district, passes Murillo Station on the Canadian Pacific Railway and westerly towards the Kaministiquia River; it is not yet completed, but this year two miles were chopped out and $3\frac{1}{2}$ miles graded besides some repairs upon the older sections of the road. Some necessary repairs were also made upon bridges in the vicinity of the road.

13. LONG BAY ROAD

Is on Manitoulin Island, and in the Township of Campbell, beginning at the first concession between lots 25 and 26, and ending at the 5th concession—a distance of over two miles ($2\frac{3}{8}$ miles).

This work opens a road for a great many settlers in the south-west part of the township, and must therefore be of great advantage to them.

14. LEFROY (OR KIRKWOOD) ROAD

Was extended from the Bruce Mines Road (or perhaps more properly, the "Thessalon Road" from a point near the north-east angle of section 22, of Kirkwood, easterly through the Gore of Kirkwood, (lots 8, 9, 7, 6, 5,) and striking, approximately, the line between the 3rd and 4th concessions, a distance of $2\frac{1}{2}$ miles. In addition, a bridge was built over a creek of considerable proportions, requiring a main span of 40 feet, and total length of 75 feet. A large amount of work was accomplished, therefore, for the expenditure.

15. MUDGE AND WEST BAY ROAD

Begins on the shore of West Bay between the 14th and 15th concessions of Billings, and continues on to lot 26 on the same concession line. The work was heavy, a black ash and elm swamp, which is now chopped, cleared and grubbed.

16. MUDGE AND GORE BAY ROAD.

The work in this instance was continued from the end of the work of the previous year to lot 16, in the Township of Allan. A further portion was also made from lot 20 to lot 24, passing round the end of Ice lake— $1\frac{3}{4}$ miles made, mostly swamp, and therefore expensive.

17. OLIVER ROAD.

After completing his work on the Kakabeka Road, the overseer began upon this, cleaning out ditches along the muskegs from the 1st to the 4th concessions, besides repairing the distance between Prince Arthur's Landing and the Oliver town line. Altogether 10 miles were repaired, including many culverts and structures. The road is now reported an excellent one.

18. PORT FINLAY ROAD.

As mentioned in last year's report, only about \$500 were spent upon this road in consequence of a delay in obtaining from the Dominion Government a promised grant of a like amount. This year, however, the money was obtained, and, with the Ontario grant, was expended in producing the road northerly from the end of last year's work, to Bar-river, a little north of the south-west angle of the north-west, quarter section of section four, Township of Laird, or to within less than half a mile of the south town line of Macdonald—over three miles. The work is well reported of, and it is expected that another similar grant will be spent next year in its further production towards the Great Northern road.

19. SANDFIELD AND WEST BAY ROAD,

Which is another of those on Manitoulin Island, was commenced where the operations of last year were ended, near Big Lake, on the 8th and 9th concessions of Sandfield township; thence round the end of the above lake, and to the line between lots 25 and 26; thence northerly to Manitou Lake; thence westerly along the blind line between concessions 9 and 10 to the town line between Carnarvon and Sandfield; and from thence northerly to the corners of the four townships of Billings, Bidwell, Sandfield and Carnarvon, a length of $3\frac{1}{2}$ miles, and gives roadway to the Sandfield Mills.

20. SECOND LINE ROAD.

The original object of this road was to reach "Gros Cap" on lake Superior, and which was accomplished this year. Work was begun at the north-east angle of the north-west quarter section of section 34 of the Township of Prince, and from thence half a mile to the north-west angle of said section; thence south half a mile to the centres of sections 33 and 34, and thence westerly to strike the lake. There were $3\frac{1}{2}$ miles built and 2 repaired.

21. SILVER ISLET ROAD.

Fifty miles of this road have been cut out about ten feet wide for the purpose of making a winter road or trail from the south side of Thunder Bay to Silver Islet.

At certain seasons of the year, chiefly in spring and fall, it was impossible to get across the peninsula with the mails, but teams will now find no difficulty in making the journey.

The expenditure for the work is about \$1,400.

22. THESSALON RIVER ROAD.

The Dominion Government has joined in the cost of making this road to the extent of \$500, and it will be found a good investment, for, if produced as contemplated, it will open up the Thessalon River reserve, and add materially to its value.

By agreement with the Indian Department at Ottawa the selection of route was left to the overseer appointed by this Government, and he reports a good location thus far, and one satisfactory to all interested in it, who live in its vicinity.

This year three miles of the road were made, beginning on what is known as the Bruce Mines, or Thessalon Road, at the south-west angle of lot 5 of the Thessalon River survey, and making the highway easterly following approximately the south side of the said lot five, and continuing on the same course to the south-east angle of the south-west quarter section of section twenty-five.

A further extension of this road easterly is extremely desirable. The portion made is well done.

23. W. AND 14TH CONCESSION ROAD.

The work on the line indicated by its name (on St. Joseph island) is two miles in length, and was begun on lot 1 and ended on lot 10 of concession 14.

Settlers gave \$100 in labour in addition to the Government work.

WEST DIVISION.

1. ALSACE ROAD

Begins at the Rosseau and Nipissing Road, on lot 191, and is produced two miles easterly to the 2nd and 3rd concessions of Nipissing, to reach a settlement very much in need of an outlet. It is chopped out sixty feet wide and well graded. Its farther production is required.

2. BRIDGES ON NIPISSING ROAD.

These are two in number, and have been named Wistiwasa and Burford's Creek bridges, the former being 76 and the latter 78 feet long. The first named cost \$548.41, and the other \$432.52, both excellent bridges, and built strictly in accordance with plans furnished by the Department. Main span in each case 60 feet.

3. BAXTER ROAD AND BRIDGES.

The object of this undertaking is to let settlers in Baxter out to Port Severn and Waubaushene. Without this work the people were entirely at the mercy of the water route, having no road.

Two bridges are required upon the road, one of which is completed, and the other is in course of construction.

4. BRACEBRIDGE ROAD

Is on the north town line of Draper from lot 10 to lot 16. Owing to the generally rough condition of the South Macaulay Road north of it, this road, being a better line will largely be used instead of it, and might with advantage be produced still farther easterly.

5. BRUNEL ROAD.

Work begun one and a half miles east of Port Sydney and repairs made five miles easterly. The road was impassable before the work of the present season.

6. CARLING ROAD.

This is a new road running from the north-west road into Carling Township. The full returns are not in (though the work is completed), so that a full description is yet wanting.

7. CHAFFEY BRIDGE AND ROAD.

The bridge is over East River on lot 30 of the 6th concession of Chaffey; a sixty feet span with approaches, making a total length of about 104 feet.

These bridges are great aids to settlers and settlement; in many instances they are able to make their roads but cannot manage so large an engagement as a bridge.

The Chaffey Road is made along the road allowance between concessions 2 and 3 of Bethune, and the length accomplished this season is $2\frac{1}{4}$ miles. It reaches a good settlement hitherto without a road.

8. CHRISTIE ROAD.

Altogether about fourteen miles of this road were repaired, although the chief repairs were at the east end of the road, and included some bridging.

The road reaches from the Rosseau and Nipissing Road at Seguin Falls to the Parry Sound Road. It is now in a fair condition and should in my opinion be kept in future by the municipalities.

9. CHRISTIE AND McDUGALL JUNCTION ROAD,

From South McDougall road to Christie Road in Foley. The work was from lot 16, concession 2 of McDougall easterly to lots 10 and 11, and from thence southerly to the Christie Road, on lots 10 and 11, concession 10 and 11 of Foley.

10. COMMANDA ROAD

Is one of considerable age, running from the Rosseau and Nipissing Road towards Commanda and Restoul Lakes. It was very much out of repair, and the small grant of \$500 was given to make it at all passable.

For the money $2\frac{3}{4}$ miles were put in very good condition. A further grant is asked for to repair and extend the work.

11. DRAPER AND RYDE TOWN LINE ROAD

Is the opening of the town line between Draper and Ryde through lots 16, 17, 18 and 19 to meet the side road between lots 10 and 11 of Draper. This was accomplished, as also about one half mile of the aforesaid side line, so as to meet an old settlers road in the 2nd concession— $1\frac{1}{2}$ miles made in all.

12. DRAPER AND GRAVENHURST ROAD

Is a work from the 3rd concession of Draper northerly between lots 5 and 6. It was a quarter of a mile of heavy crosswaying.

13. DENVILLE SWAMP ROAD.

This expenditure was the opening of a road from the Muskoka Road westerly through the 4th concession of the township of Strong to make a way for ingress to Nichol's mill—about half a mile made.

14. DISTRESS RIVER ROAD.

This is an important road, requiring more money upon it to make it adequate to the wants of the district. Two miles were constructed this season, beginning at or about the line between lots 10 and 11, and between the 8th and 9th concessions of Strong, and working westerly.

There were also 100 rods of crossway made upon the old portion of road opposite lots 5 and 6 in the 8th and 9th concessions of Chapman, with other important repairs.

This road should be extended at least to the head of Stony Lake, so as to reach Dunbar's mills.

15. EAST ARMOUR ROAD.

Five miles of this road received general repairs and a great improvement effected. It was a small grant very well expended.

16. EAST RIVER ROAD

Is that between Huntsville and Hoodstown, and was in a wretched condition. The work done upon it this season is of a permanent character, and extends over three miles in the Township of Stisted.

17. EAGLE LAKE ROAD,

Produced from the Eagle Lake Bridge in the 5th concession of Machar easterly to the intersection of the Muskoka Road location, between lots 20 and 21, con. 4, $1\frac{3}{4}$ miles. Half a mile of repairs were also made over a rocky ridge which had only been chopped out previously, so that $2\frac{1}{4}$ miles of new road may be said to have been made, and an excellent job effected.

18. GURD ROAD.

It was intended to extend this road, but the condition of the portion made was such that its general repair was found to be the more advisable; 9 miles were therefore well repaired from the Rosseau and Nipissing Road to the west boundary of Himsworth. It is an important road, leading, as it does, into a prosperous settlement, largely German.

19. GERMAN SETTLEMENT ROAD.

This is a small work, the grant being to assist in opening a swamp to enable the inhabitants to get to the Rosseau and Nipissing Road. It is 3 miles East of Mecunoma, terminating on lot 133.

20. GRAVENHURST AND DRAPER ROAD.

The appropriation enabled the overseer to repair 8 miles of this road, 5 of which are reported as very well done. The work was commenced at the "Finger Post," three miles north of Gravenhurst and continued easterly along the old road. It was a much needed work.

21. HIMSWORTH ROAD.

This work was let by contract to those living in the vicinity of the road. It was the chopping out of the road allowance in Himsworth, between lots 20 and 21, through con-

cessions 7 to 16 inclusive, for the purpose of reaching the Nipissing Road. Some of the jobs are not yet completed and therefore the accounts are unsettled, but \$200 have been paid upon it.

22. JUNCTION No. 1 ROAD.

Ten miles repaired, beginning 4 miles north-easterly from McKellar Village, and extending to Spence on the Rosseau and Nipissing Road. The road, for want of labour upon it, had become quite impassable. More money is still required in this case, it being an important east and west road and still far from first class in character. The country through which it passes is very rough and broken.

23. JUNCTION No. 2 ROAD.

This was a small job let by contract, and was a diversion from the old road to avoid the necessity of rebuilding a long, high and expensive crossway. \$125 is the cost of the work.

24. KEARNEY BRANCH ROAD

Is also called Sand Lake Road, but more properly Kearney No. 2 Road. It has been produced $2\frac{3}{4}$ miles, beginning on lot 4, concession 14 of Bethune; thence north and east to the bridge over the Maganetawan River on the town line between Bethune and Proudfoot, and on to opposite lot 13. Two and a half miles of the Kearney road proper were repaired also, from Kearney P. O. to the 14th concession. This latter may be called new work as the former opening of the road was simply chopping it out, at a very cheap rate, some years ago. The improvements are very satisfactory.

25. LORIMER LAKE ROAD.

As intended, this road is now produced to the North Road from Parry Sound. This season the overseer began his operations on lot 1, con. 9 of Hagerman, and ended on lot 38 of the road survey, the course of the road being north easterly. The amount accomplished is $3\frac{5}{8}$ miles which the inspector reports as admirably done, and that a large settlement is now supplied with road accommodation who previously were quite shut in.

26. LAKE SHORE AND DANES ROADS.

On the Lake Shore Road about 2 miles have been very permanently repaired, between lots 5 and 6 and on 4th and 5th concession line of Monck, to the west side of lot 10 in the 6th concession. On the Danes road opposite lot 20, cons. 10 and 11, 80 rods of crosswaying repaired.

27. MENZIES BRIDGE.

This is a structure having a main opening of 56 feet, and total length of 92 feet. It is now in course of erection, and will, when completed, open the only road the residents of Armour township have of reaching the Muskoka Road, Burk's Falls, and the markets generally. It is over the south branch of the Maganetawan River, on the line between cons. 8 and 9, and upon lot 7 of Armour. There has been paid on account of the work \$536.63 or about its cost.

28. MUSQUOSH ROAD.

There were 5 miles in this instance, well repaired. The work was begun 2 miles north of Gravenhurst and extended northerly and westerly along the road. Two bridges

were built to replace others which had been swept away by flooding, the structures being somewhat low. Toward these bridges Mr. Mickle gave \$100. The Huston Lumbering Company \$100 and the Muskoka Council \$50, which, with the Government appropriation, enabled the overseer to complete an excellent work.

29. MACAULAY ROAD.

The money in this case was spent in reducing the gradient of two heavy hills and building a large stone culvert.

30. MISSIONARY ROAD.

One and a quarter miles repaired, from lot 37 Rosseau and Nipissing Road easterly. An excellent job done.

31. MUSKOKA ROAD.

The Government contributed \$150 towards the repairs of bridges on this road in the Township of Morrison. Very excellent repairs were made between Huntsville and Cyprus, over a length of 6 miles; and the road was extended northerly 4 miles, reaching to the 10th and 11th cons. between lots 15 and 16. Another 4 miles are logged out and made as a winter road as far as the 4th and 5th concessions of Machar, meeting the Eagle Lake road.

32. MILNE'S MILL ROAD

Is from the Muskoka Road westerly along the blind line between the 1st and 2nd concessions of Strong, westerly, nearly one mile to the mills.

33. NIPISSING ROAD.

The Canadian Pacific Railway has now been reached with this road, striking it at or near Callender Station on lot 32, con. 15, of Ferris. Portions of the road are not yet sufficiently well made for general traffic, but a good winter road will be found. The work was commenced on lot 15, con. 21 of Himsworth: thence northeasterly to the 26th and 27th concessions at South East Bay and thence northerly to the railway, following approximately the line between lots 32 and 33 of Ferris, some 8 miles in all. On this route are Burford and Wistiwasa Bridges before described.

34. NORTH CHAFFEY ROAD.

This is a small work on the line between concession 12 and 13 of Chaffey, the repairing of crossways and bridges,

35. OKA ROAD.

This is constructed chiefly in the interests of the Oka Indians now settled in Gibson township, to afford a road from the "reservation" to Bala. The road is 4 miles long and reaches from a point south of the dam at Musquosh or Bala, south-westerly to the Indian settlement. The country over which it passes is rough and rocky.

36. PENINSULA ROAD,

Produced from lot 12, concession 14 of Humphry north-easterly, to intersect the Parry Sound road at Ashdown, $1\frac{1}{2}$ miles north of Rosseau. This $3\frac{1}{2}$ miles completes the road

and gives a highway from Rosseau to Gravenhurst, via Bala and the Musquosh Road, and to Bracebridge by way of Port Carling and the Lake Joseph Road, or the Lake Shore Road. The road was cheaply built, is through a broken country, and therefore not one of the best.

37. PERRY AND MONTEITH ROAD.

This road was repaired in two sections. It was repaired from the Stisted Road on lot 15, con. 12 of McMurich, westerly, and again from Emsdale, westerly. Some excellent work was done, including important diversions for the purpose of improving the location and to follow original road allowances. One and three-quarter miles also constructed, the extension of the road easterly from lot 19, con. 10 of Bethune, to lots 25 and 26—altogether 5 miles of repairs and $3\frac{3}{4}$ miles of new work.

38. PARRY SOUND ROAD.

This is the rebuilding of a crossway at the outlet of Whitefish Lake. A complete stoppage of traffic was threatened, and thus the work became a necessity.

39. POVERTY BAY ROAD

Was produced $1\frac{3}{4}$ miles from the line between lots 5 and 6 of Croft township, westerly to lot 13. The country pierced by this road is a good agricultural district.

40. PENINSULA CREEK BRIDGE

Is near the town line, about lot 28 of Brunel, and is over Peninsula Creek. The requirements of the settlement demanded this work, a large section of country being in a condition of suffering for want of a passage over the creek.

41. ROSSEAU AND NIPISSING ROAD.

A large amount of work was done this year upon this road and is of a very permanent character. The repairs extend from 5 miles north of Rosseau to within 4 miles of Maganetawan Village, 28 miles; at least 7 of which were exceedingly well done, the balance consisting chiefly of repairs and renewals of bridges. Other repairs were made near Commanda to keep the road in a passable condition.

42. RED RIVER BRIDGE.

This grant was used in connection with a similar sum given by the residents in renewing an old Government structure which time had rendered unsafe. It is now an excellent bridge.

43. RYDE, AND RYDE CENTRE ROADS.

Ryde Centre Road is on the road between lots 5 and 6 in 10 and 11th concessions of Ryde township, and the work consisted of 60 rods of crosswaying, and in all 1 mile of work.

"Ryde Road" is repaired between Dalton and Washago Road, and Housey's Rapids from the 8th concession south on old line between lots 25 and 26 to the 3rd concession. The money was well expended on both works.

44. SEGUIN RIVER BRIDGE.

This is the renewal of one almost entirely destroyed by fire last year. It is on the McDougall Road and over the Seguin River. The work is not yet quite completed.

45. SINCLAIR ROAD

Was produced 3 miles from the end of last year's work, namely, from lot 2, concession 13 of Sinclair to the 3rd concession of Bethune between lots 25 and 26. This road as a whole is not a good one, having been at the first very cheaply constructed. Any further grant made upon it should be for its general improvement throughout before any new work is undertaken.

46. STISTED SOUTH T. L. ROAD

Is between the Muskoka and Stisted Roads on the town line after which the road takes its name. The distance is about 5 miles and has been with the appropriation about completed through the township, while the amount was of course insufficient to make it a first-class work.

Another expenditure of about \$250 was made in Stisted in opening two miles of road from the 5th concession, northerly between lots 10 and 11, to a creek in the 8th concession where a bridge is required as well as the further production of the road to the Cardwell Road.

47. SAVAGE SETTLEMENT ROAD.

This work is more properly on what has been designated the Chaffey Road, though running into the Savage Settlement. It was produced this season $2\frac{1}{2}$ miles from the line between lots 23 and 24 near the blind line between the 1st and 2nd concessions of Perry, easterly to lot 28, and from thence north-easterly in almost a right line to that between lots 30 and 31, and between the 2nd and 3rd concessions of the same township. The road should now be turned northward and extended towards McGill's Mills to make it of the full value contemplated.

48. STEPHENSON 4TH CON. ROAD.

Repairs over 2 miles of the road, but chiefly upon a rough rocky hill in the 8th concession of Stisted.

49. WHITESTONE LAKE ROAD.

This is the opening of a road from the North Road between lots 25 and 26 of Hagerman, southerly to connect with the Ah-mic-lake Road in McKellar.

EAST DIVISION.

1. ANSTRUTHER ROAD.

From last year's work extended to lot 36, concession 11 of the township of Anstruther, $2\frac{1}{2}$ miles.

2. ADDINGTON ROAD.

This year's work was a diversion of $7\frac{1}{2}$ miles to avoid a very rough section of the original road. The grant was insufficient to complete the work properly, but the road is passable and a great improvement on the old road.

3. ANGLESEA ROAD.

This road is eight miles long, and was this year repaired throughout its entire length and with the repairs made is now a good road.

4. ALICE AND INDIAN RIVER ROAD

Commences between Wilberforce and Alice on the road allowance between lots 20 and 21 and continues from thence easterly along the said road allowance $1\frac{1}{4}$ miles. It is a new road cut 40 feet wide and graded well throughout.

5. ARDEN ROAD.

The work of this season upon the road in question was in the township of Kennebec and began at the termination of last year's work on the 11th concession, and was continued southerly to the south boundary of the aforesaid township, connecting with a settlers road, in Hinchinbrooke, leading to Parham Village.

The work, though partly repairs, may be regarded as new work.

6. ALGONA ROAD

Is on the 9th concession of the township of the same name and extends from lot 2 to the town line. The work of the season began on lot 24 and continued westerly 1 mile ; new work, chopping out and grading.

7. ALGONA SOUTH (3RD LINE), ROAD.

This road is on the town line between Grattan and Algona, extending westerly between the 2nd and 3rd concessions of Grattan— $1\frac{1}{2}$ miles of new road.

8. ALGONA 6TH LINE ROAD,

On line between lots 25 and 26 in the 8th concession of South Algona, commencing at the line between 8th and 9th concessions—about $\frac{3}{4}$ miles of new work.

9. ADMASTON BRIDGE AND ROAD.

The bridge is on lot 21 concession 8 of Admaston, a new structure 100 feet long entirely of cedar.

The road is from the east side of the 6th concession on the road allowance between lots 18 and 19, proceeding from thence westerly along or near said road to the 13th concession ; a length of 6 miles. The work upon the road is, for the expenditure, very satisfactory.

10. BOLSOVER ROAD.

These repairs are through the township of Carden. The work consisted of one quarter mile of swamp, raised 3 feet or thereabout, approaches of considerable length made to bridges along the route, and grading also done, the whole being reported as very satisfactory and much required in the public interests.

11. BURLEIGH ROAD.

Repairs were made 2 miles north and two miles south from the Monck Road, making 4 miles, and again between Apsley and a point 7 miles north, making in all 11 miles of repairs.

12. BUCKHORN ROAD

Repaired from the Monck Road north 7 miles, and from Buckhorn north 4 miles. The country is rough and the road is consequently rough, stony, and irregular.

13. BOBCAYGEON ROAD.

Repairs began at Kinmount and extended 4 miles southerly. This is a rough road requiring repairs both north and south.

14. BARRIE ROAD

Extends from the Addington to the Frontenac Road. The first 6 miles were made by the residents, and the last $1\frac{1}{2}$ miles also. The intermediate space being opened by the Government. Nine miles were improved this year.

Another work was on the line between the 4th and 5th concessions of Barrie, beginning where the said concession line intersects the Addington Road, and from thence easterly $1\frac{1}{2}$ miles. A new bridge occurs on the work, span 20 feet. The mile and a half was graded throughout.

16. BAGOT ROAD.

Work began on lot 25, concession 8, of Bagot, and was extended westerly along the old Madawaska Road 5 miles. Whole distance graded and culverts repaired. This road is also known as the Ashdad Road.

16. CAMERON ROAD.

This appropriation was spread over 6 miles, extending from the Rosedale Locks to Village of Cobocok. A good deal of rock blasting was done, this element being the chief difficulty with this as with many other colonization roads.

17. CAVENDISH ROAD.

The following is a full description, namely, commencing on the line between concessions 10 and 11 of Galway, and about 5 chains east from the north-west angle of lot 22 in the 10th concession. Thence easterly along the 10th concession and along the south side of Trout Lake, crossing Nogies Creek about 50 rods south of said lake and near the limit between lots 23 and 24; thence easterly along the south side of said lake to the west boundary of Cavendish, intersecting the same where the road allowance between concessions 10 and 11 of Cavendish intersects the said town line; thence easterly along said last named concession line to lot 8, there meeting a waggon road which leads to the Buckhorn Road, length, 6 miles. The bridge over the creek above named is 90 feet long with main span of 30 feet, and height 12 feet.

18. CHANDOS ROAD.

Two portions of roads—the first being repairs from lot 23 in 13th concession of Chandos, easterly to the boundary line— $2\frac{1}{2}$ miles; and the second from 2 miles east of the Hastings road westward 4 miles—several deviations made.

19. CARLOW ROAD.

Five miles of the old portion of the road repaired, and 4 miles of the new, or extension, chopped out and partially made.

20. COBDEN AND EGANVILLE ROAD.

Repairs began 5 miles east of Eganville, and extended easterly to the 5th line of Bromley 4 miles. This road is mostly over a limestone flat, requiring the filling in of rock crevices, etc.

21. CHALK RIVER ROAD.

This is an uncompleted work in the township of Wylie. \$500 drawn on account of the road.

22. CROTTIE MEADOW ROAD

In South Algona, begins on lot 32, concession 5, and extends in a south-easterly direction, crossing lots 31 in the 4th and 5th concessions, 30 in the 4th and 3rd, 29 in the 3rd, 28 in the 2nd, and ending on 26 in the 1st concession. Length 3 miles. Work consisted in removing old timber and logs, making culverts, covering crossways, etc.

23. COMBERMERE ROAD.

This is in reality that portion of the Peterson Road between "Brudenel Corners" and Combermere Village on the Madawaska River. The repairs were very much required, the culverts and crossways being entirely decayed and dangerous.

24. CULLS ROAD.

Two and a half miles repaired. The road begins on the "Opeongo," where the road allowance between lots 15 and 16 intersects the same, and thence northerly along the said road allowance.

25. DEER LAKE ROAD.

Repairs commenced at Monck Road, on lot 16, concession 12, of Cardiff, and extended to lot 25, concession 18. Three and three-quarter miles of very rough road were made with the present repairs a very good one.

26. DOUGLAS AND HALEY'S STATION ROAD

Is in the township of Bromley on the north side of the Bonnechère, and is 8 miles long. Two and a-half miles were improved very materially, the work consisting chiefly in elevating the road-bed, which was too low and wet for general use, loaded teams being unable to pass over it.

27. DOUGLAS ROAD.

This road being exceedingly rough and hilly, the work was largely in reducing them to a practical slope. Its course is as follows: Commencing at Douglas on lot 4, concession 8 of Bromley; thence east to concession line between 7 and 8; thence northerly along concession line to that between lots 12 and 13; thence east to line between concessions 6 and 7; thence northerly to line between lots 15 and 16, or to the Eganville and Cobden Road, $4\frac{1}{2}$ miles.

28. DISTRICT LINE ROAD,

Between Stafford and Alice townships. The line had been opened previously in a very rough manner, but required the outlay upon it to make it at all passable as a good road. The work was from the south-east corner of Alice northerly 8 miles.

29. DONEGAL ROAD.

Repaired from Eganville to Delaney's Creek—5 miles—crossways repaired, stones removed, etc.

30. EIGHTH LINE ALICE ROAD.

This work was begun on the boundary between Alice and Stafford, on the line between 21 and 22, on ranges A and B of Alice; thence westerly along the said line to the 8th concession, $1\frac{1}{2}$ miles; graded 16 feet wide throughout and a large number of pine stumps removed.

31. FRONTENAC ROAD.

Repairs from Ompah to Playfair's Corner—8 miles. Work said to be exceedingly well done.

32. FRONTENAC JUNCTION ROAD.

This work is from the Frontenac Road to Clarendon Station on the Kingston and Pembroke Railway—18 miles repaired.

33. FERMOY AND SYDENHAM ROAD

Described as follows: Commencing at Sydenham Village, on lot 5, concession 4, of Loughboro'; thence north to the 6th concession line; thence east along said last mentioned concession line to that between lots 6 and 7; thence northerly along said last named line to the 8th concession; thence north-easterly across concessions 8 and 9 to the 10th concession, intersecting the same on lot 10; thence in a north-westerly direction around the west end of Otter Lake to the north end of lot number 7 in the 12th concession—total length, 10 miles. The repairs began 2 miles north of Sydenham and were extended 8 miles. Phosphate mines in the vicinity of this road causes heavy traffic over it, hence the repairs became an absolute necessity.

34. FLINTON ROAD.

Four miles repaired, making it a very good road throughout its entire length.

35. FIFTH LINE BROMLEY ROAD.

The route of this line is so low and flat that brushing and ditching were required throughout the greater portion of the 2 miles made. The work was from the south side of lot 10, in the 5th concession of Bromley, northerly along the said concession to lot 15.

36. GLAMORGAN TOWN LINE ROAD,

Being the boundary line between Glamorgan and Monmouth, and extending from the Monk Road to reach settlements in the 8th, 9th and 10th concessions of Glamorgan—2 miles made.

37. GLASTONBURY ROAD.

This road begins on the Addington Road, and at present ends at the north-east angle of Kaladar township—7 miles.

38. GRATTAN AND ALGONA ROAD

Commences on the 22nd concession of Grattan, at lot 26, and extends westerly to lot 36 in the 24th concession— $4\frac{1}{2}$ miles. The greater portion graded and many hills reduced.

39. HALIBURTON AND DOYLE'S ROAD.

Fifteen miles repaired, from a point 8 miles east of Haliburton Village easterly.

40. HALIBURTON AND GUILFORD ROAD.

There were 6 miles of this road repaired between the Peterson Road and Haliburton. The road commences at the village on lots 17 and 18, concession 8, of Dysart, and from thence north-easterly to the line between concessions 9 and 10, intersecting the same on lot 20; thence westerly along the last mentioned road allowance to lot number 17; thence north-westerly to the Peterson road on lot 7, concession 13, of the aforementioned township, a total length of $7\frac{1}{2}$ miles.

41. HARVEY ROAD.

This road commences at the Bobcaygeon Road on lot 16, concession 9, of Harvey, and continues from thence easterly along the north-west side of Pigeon Lake and ending on the Buckhorn Road about 4 miles north of Buckhorn Village. This year the work was begun near the line between concessions 10 and 11 and continued westerly 3 miles. The ground was very low generally, and required raising and ditching over a considerable portion of its length.

42. HASTINGS ROAD.

A large amount of work was done upon this road. In addition to the 10 miles repaired, a bridge was built over Egan's Creek 100 feet long, having a main span of 30 feet—the structure being 12 feet high and covered with two-inch planking. The repairs were from Egan's Creek to York River, and included a deviation 1 mile in length from free grant lot 40 to lot 49, east of the road in Dungannon.

43. HERSCHEL AND FARADAY TOWN LINE ROAD.

Work commenced on lot 25 and continued westerly $2\frac{1}{2}$ miles to Cardiff township.

44. HAGARTY ROAD.

The length of the work is $1\frac{1}{2}$ miles which was graded throughout and all crossways covered. It is from lot 1 in the 6th concession of S. Algona, westerly along the concession line

45. HORTON AND ROSS ROAD.

Improvements made from the north boundary of Horton, where line between concessions 3 and 4 intersects, southerly along said concession line to the road between lots 20 and 21, 3 miles. One mile of work was also performed on the side road between lots 20 and 21 in the 4th concession.

46. KIRKFIELD ROAD.

Altogether 13 miles of this road were repaired, and it was also extended 1 mile to connect with the Monk Road. The outlay also includes building a bridge, towards which the municipality contributed about one half its cost. Another bridge 66 feet long was also erected, so that a large amount of work has been managed for the \$550 expended.

47. KENNEBEC ROAD.

Repairs from Cross Lake Bridge in Kennebec, westerly, to the Glastonbury Road, a length of 4 miles.

48. LUTTERWORTH ROAD.

Some excellent repairs were made over several (8) miles in this instance, the roughest sections of the road being selected for operations.

49. LAVANT ROAD.

Twelve miles of this road repaired and 5 on a branch of it called "Joe Lake," in Lavant, from lot No. 6 in the 5th concession to the rear of the township.

50. LONSDALE AND BRIDGEWATER ROAD.

This road is in three sections and is made to complete communication between Lonsdale on Salmon River in the Township of Tyendinaga, Bogart's Mills, and on to Bridgewater in Elziver township. The first section is in Tyendinaga, and the other two sections in the township of Hungerford, the combined length being some 7 or 8 miles.

51. MONMOUTH ROAD.

A road begun last year and made a distance at $3\frac{1}{4}$ miles. It was extended this year 3 miles, crossing lot 9 con. 1 of Dudley ; 8, 9 and 10 in con. 16 of Monmouth, and lot 10 in 15th con., ending on the side line between lots 10 and 11 on the road allowance between concessions 14 and 15 ; 3 miles made. A further extension of the road is being strongly urged by those interested.

52. MONCK ROAD.

Repairs were begun 7 miles east of Bobcaygeon Road, and extended easterly 5 miles to what is known as Devils Creek, where a substantial structure 200 feet long was built to replace the old bridge. Other repairs were made east of Norland. Annual repairs are still required upon this road, it being the chief east and west artery of the district.

53. METHUEN ROAD.

Work commenced on the Chandos Road upon the road allowance between lots 25 and 26, and on the line between concessions 2 and 3, from thence the road was made northerly $1\frac{1}{4}$ miles.

54. MISSISSIPPI ROAD.

East of the Hastings Road two bridges were renewed, and the balance of the grant spent in general repairs. East of Addington Road, about 15 miles were improved very much. The principal operations were between Ompah and Vennacher.

55. MONTEAGLE ROAD.

Two miles added to this road, being from last year's work southerly on the road allowance between lots 10 and 11 to the line between the 8th and 9th concessions of Montegale. It is intended eventually to unite this with the Hastings Road.

56. MISSISSIPPI AND FRONTENAC JUNC. ROAD.

The first 3 and last 2 miles of this road were very good, the middle portion being rough. The whole length is about $7\frac{1}{2}$ miles and has been very much benefited by the expenditure upon it, and it is now in very good shape for general traffic.

57. MISSISSIPPI AND ADDINGTON ROAD.

This is practically a diversion of the Mississippi Road to avoid what is called and known in the locality as "Eagle Hill." This new road, which is $2\frac{1}{2}$ miles long, is an excellent location, and, with some additional work upon it will be found of untold advantage to the people, enabling them to escape passage over the hill mentioned, and in lieu thereof to get an almost level line.

58. MUSKRAT RIVER BRIDGE.

Over Muskrat River, on lot 23, of the first concession of Stafford. When completed it will be 130 feet long, main span 50 feet, and remaining portion 15 feet spans supported by bents.

59. McNAB ROAD.

The work was confined to the reduction of some heavy clay hills and filling in a deep ravine over a stone culvert. The work was let by contract by the overseer at a good bargain, and the work was well done.

60. OPEONGO ROAD,

Repaired in three sections, as follows :—1. From 2 miles west of where intersected by the Peterson Road, 2 miles westerly. 2. Along the 16th concession of Brudenel, over a very stony portion ; and 3. From Renfrew westerly, 6 miles. This last section was also rough and stony.

61. OSCEOLA AND PEMBROKE ROAD.

Commencing at the north boundary of Bromley where the 3rd concession line intersects, the road was repaired $2\frac{1}{4}$ miles southerly, along the 3rd line. The work was heavy ditching and grading, well done.

62. PORTLAND AND HINCHINBROOKE ROAD.

This road is through a poor section. It begins at the boundary between Camden and Portland, where the 9th con. of Camden intersects the road. From thence it is made north-easterly, crossing 27 in the 13th, and 27, 26, 25, in con. 14 of Portland, meeting the south boundary of Hinchinbrooke, where the road allowance between lots 10 and 11 intersects it ; thence northerly along said 14th con. line to Chippego Lake on lot 8, cons. 10 and 11, the length being 5 miles. For the outlay (\$300), a good work was effected.

63. PEMBROKE AND EGANVILLE ROAD.

An old road. The work was about Lake Doré and includes $3\frac{1}{4}$ miles of grading, brushing and gravelling, besides 20 new culverts made in the distance.

64. PEMBROKE AND STAFFORD ROAD.

Repairs from lot 24, con 3 to line between lots 18 and 19, $1\frac{1}{2}$ miles—work, blasting rock, building bridges and grading roadway.

65. PALMER RAPIDS ROAD.

A road in the township of Raglan, leading to the Madawaska River. Through a delay in the receipt of provisions, etc., this work was delayed and the final report is not yet received.

66. PACKENHAM ROAD BRIDGE.

This work is not yet completed.

67. PERRAULT SETTLEMENT ROAD.

A mile and a half made and repaired. The road is in Grattan in the 12th and 13th concessions.

68. PETERSON ROAD.

There were over 5 miles repaired on the Peterson Road, east and west of the Hastings Road, and included a new bridge over Papineau Creek 195 feet long, together with a diversion of $2\frac{1}{2}$ miles to avoid a hilly district.

69. SHARBOT LAKE ROAD AND BRIDGE.

This is a work to be completed during the coming season. It is to be a floating bridge 800 feet long at the Sharbot Lake Narrows, and in connection with it, about 4 miles of road to complete the work. There is now no means except by water, of reaching Sharbot Village, even on foot, without trespassing upon railway property. The bridge is on lot 11, con. 4 of Oso.

70. SHEFFIELD ROAD.

Work from Tamworth easterly on or near the road between lots 5 and 6 to con. 10; thence northeasterly across lot 6 in concessions 10 and 11 to that between the 11th and 12th concessions.

71. SNAKE RIVER BRIDGE.

This is a work not finished. The bridge is over Snake River on the town line between Westmeath and Bromley and on the last lot in Bromley.

72. SEBASTOPOL ROAD.

This is usually called the Clear Lake Road. Six years ago it was made passable, but imperfectly finished. This year the many stones which were upon the road were removed, and the culverts and bridges repaired.

73. SHAMROCK ROAD.

These operations were from lot 1 in the 11th concession of Admaston, northerly to the Village of Shamrock, on lot No. 10, the work being the removal of boulders and stones, the repairing of culverts and crossways and general grading.

TAMWORTH AND OSO ROAD.

The chief difficulty in this case is steep hills along the line, and on account of a large amount of railway traffic, or rather traffic owing to the construction of railways near Arden, the road was much destroyed. The repairs were extended pretty well over the road and very much improved it.

75. TUDOR ROAD.

This year's work is described as follows:—Commencing on lot 15, con. 16 Cashel; thence north in the township of Mayo to "The Narrows" on lot 18, con. 3 of Mayo; thence continuing on the same course to lot 24 in the 7th concession, there to intersect the Mississippi Road. Settlers had already made a portion of the road and the municipality had located it from the narrows.

76. VICTORIAVILLE AND COBOCONK ROAD.

These are 4 miles of repairs of the road between Victoria Road Station and Coboconk.

77. VICTORIA ROAD.

The Victoria Council and the Government gave each \$100 for this work. The money was spent upon the road south of Portage Road. A bridge was also constructed over Black Creek, about 8 miles north of Uphill, to replace one which had been completely destroyed by fire and thus rendering the road useless. A lot of crossway was also destroyed.

78. VENNACHAR ROAD.

This road crosses from the Mississippi Road to the Hyde Chute and Frontenac Road in the townships of Abinger and Denbigh, some 6 miles long. Only \$900 have been spent altogether upon the work, so that a good road cannot be expected, but it is pretty well opened and is advantageous to settlers in the District.

79. WILBERFORCE 23RD LINE ROAD

Begins where line between concessions 22 and 23 of Wilberforce intersects the Pembroke and Eganville Road, and from thence it is continued westerly along the line 3 miles. A good deal of rock blasting was done along this route besides several deviations.

80. WESTMEATH AND PEMBROKE ROAD.

These are repairs over a sandy hill and plain, which required much labour in reducing gradients and improving the road generally. The length wrought over is $1\frac{1}{4}$ miles. The road itself was originally an old stage route.

31. WOLLASTON ROAD.

A small work began at the Hastings Road between concessions 8 and 9 and ended upon lot 11 in the same concession, and in the township of Wollaston.

82. WOLLASTON AND FARADAY TOWN LINE ROAD.

Three miles of repairs effected for the outlay. The labour was from the rear of the Free Grant lots to lot No. 11, the road being along or near the boundary.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS IN 1882.

I.

NORTH DIVISION.

1. Batchewaning	Road	\$895 40
2. Bury	"	1,500 00
3. Barrie Island	"	635 00
4. Bidwell Branch	"	713 28
5. Centre	"	1,250 00
6. Coffin	"	300 00
7. Coffin additional	"	720 01
8. Gore Bay	"	1,595 00
9. Gore and Providence Bay	"	740 00
10. Great Northern	"	300 00
11. Galbraith	"	1,038 46
12. Kakabeka	"	1,400 00
13. Long Bay	"	430 00
14. Lefroy (or Kirkwood)	"	1,159 50
15. Mudge and West Bay	"	369 35
16. Mudge and Gore Bay	"	635 00
17. Oliver	"	1,461 60
18. Port Finlay	"	466 02
19. Sandfield and West Bay	"	621 12
20. Second Line	"	625 94
21. Silver Islet	"	1,436 98
22. Thessalon	"	809 60
23. "W" and 14 concession	"	225 27
		<hr/>
		\$19,327 53

II.

WEST DIVISION.

1. Alsace	Road	\$912 84
2. Bridges on Nipissing	"	980 90
3. Baxter Road and Bridges	"	1,147 13
4. Bracebridge	"	402 05
5. Brunel	"	550 00
6. Carling, Nos. 1 and 2	"	1,258 61
7. Chaffey Bridge and	"	1,028 00
8. Christie	"	1,423 06
9. Christie and McDougall Junction	"	307 50
10. Commanda	"	499 36
11. Draper and Ryde	"	200 00
12. Draper and Gravenhurst	"	200 00
13. Denville Swamp	"	353 85
14. Distress River	"	1,100 00
15. East Armour	"	225 00
16. East River	"	458 10
17. Eagle Lake	"	500 38
18. Gurd	"	1,510 00
19. German Settlement	"	100 00
20. Gravenhurst and Draper	"	1,000 00
21. Himsworth	"	200 00
22. Junction No. 1	"	1,997 45
23. " " 2	"	125 00
24. Kearney	"	1,044 59

25. Lorimer Lake	Road	\$1,145 76
26. Lake Shore and Danes	"	579 00
27. Menzie's	Bridge	536 63
28. Musquosh	Road	763 03
29. Macaulay	"	200 00
30. Missionary	"	250 08
31. Muskoka, Nos. 1, 2 and 3	"	4,445 21
32. Milne's Mill	"	350 00
33. Nipissing	"	2,006 58
34. North Chaffey	"	200 00
35. Oka	"	915 66
36. Peninsula	"	910 15
37. Perry and Monteith, Nos. 1, 2 and 3	"	2,828 16
38. Parry Sound	"	100 00
39. Poverty Bay	"	497 19
40. Peninsula Creek	Bridge	249 95
41. Rosseau and Nipissing, 1 and 2	Road	2,468 87
42. Red Bridge	"	500 00
43. Ryde and Ryde Centre	"	350 00
44. Seguin River	Bridge	600 00
45. Sinclair	Road	923 20
46. Stisted, No. 2. and S. S. T. L	"	707 60
47. Savage Settlement	"	1,010 58
48. Stephenson, 4th concession	"	200 00
49. Whitestone Lake	"	225 00
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		\$40,486,47

III.

EAST DIVISION.

1. Anstruther	Road	\$639 14
2. Addington	"	838 90
3. Anglesea	"	424 56
4. Alice and Indian River	"	559 93
5. Arden	"	500 00
6. Algona	"	353 37
7. Algona South	"	403 67
8. Algona 6th line	"	325 38
9. Admaston, Nos. 1 and 2	"	767 87
10. Bolsover	"	500 00
11. Burleigh, Nos. 1 and 2	"	942 95
12. Buckhorn, Nos. 1 " "	"	723 00
13. Bobcaygeon	"	219 05
14. Barrie, Nos. 1 and 2	"	739 95
15. Bagot	"	970 29
16. Cameron	"	200 00
17. Cavendish	"	717 15
18. Chandos, Nos. 1 and 2	"	570 39
19. Carlow	"	463 00
20. Cobden and Eganville	"	600 15
21. Chalk River	"	500 00
22. Crottie Meadow	"	350 00
23. Combermere	"	545 83
24. Cull's	"	476 06
25. Deer Lake	"	554 55
26. Douglas and Haley's Station	"	500 00
27. Douglas	"	500 00

28. District Line	Road	\$500 00
29. Donegal	"	503 16
30. Eighth Line Alice	"	150 00
31. Frontenac	"	601 94
32. Frontenac Junction	"	664 04
33. Fermoy and Sydenham	"	300 00
34. Flinton	"	550 09
35. Fifth Line, Bromley	"	501 12
36. Glamorgan	"	299 58
37. Glastonbury	"	462 26
38. Grattan and Algona	"	476 50
39. Haliburton and Doyle's	"	904 33
40. Haliburton and Guilford	"	300 00
41. Harvey	"	304 32
42. Hastings	"	844 51
43. Herschel and Faraday	"	200 00
44. Hagarty	"	400 00
45. Horton and Ross	"	750 04
46. Kirkfield	"	550 00
47. Kennebec	"	488 36
48. Lutterworth	"	302 07
49. Lavant	"	1,505 17
50. Lonsdale and Bridgewater	"	760 92
51. Monmouth	"	817 23
52. Monck, Nos. 1, 2 and 3	"	1,384 24
53. Methuen	"	649 04
54. Mississippi, Nos. 1 and 2	"	1,109 02
55. Montagle	"	295 72
56. Mississippi and Frontenac	"	475 15
57. Mississippi and Addington	"	451 20
58. Muskrat River	Bridge	500 00
59. McNab	Road	500 00
60. Opeongo, Nos. 1, 2 and 3	"	1,787 19
61. Osceola and Pembroke	"	668 85
62. Portland and Hinchinbrooke	"	300 00
63. Pembroke and Eganville	"	462 76
64. Pembroke and Stafford	"	500 00
65. Palmer Rapids	"	445 72
66. Pakenham Road	Bridge	400 00
67. Perrault Settlement	Road	497 71
68. Peterson, Nos. 1 and 2	"	1,101 88
69. Sharbot Lake	Road and Bridge	911 33
70. Sheffield	Road	300 53
71. Snake River	Bridge	800 00
72. Sebastopol	Road	800 00
73. Shamrock	"	448 14
74. Tamworth and Oso	"	350 00
75. Tudor	"	485 00
76. Victoriaville and Cobocnck	"	500 00
77. Victoria	Road and Bridge	1,080 09
78. Vennachar	Road	311 81
79. Wilberforce	"	250 00
80. Westmeath and Pembroke	"	550 00
81. Wollaston	"	175 00
82. Wollaston and Faraday	"	500 00

\$47,011 21

 RECAPITULATION.

I. North Division	\$19,327 53
II. West "	40,486 47
III. East "	47,011 21
IV. Inspection	3,410 52
V. Balances of 1881.....	825 00
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Total Expenditure	\$111,060 73
Legislative Grant	110,650 00
Refunds	410 73
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	\$111,060 73

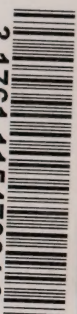
HENRY SMITH,

Supt. of Col. Roads.

DEPARTMENT OF CROWN LANDS,
 TORONTO, 30th December, 1882.

Can. Gov. Doc.

[SHELVED IN PINE ROOM]



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